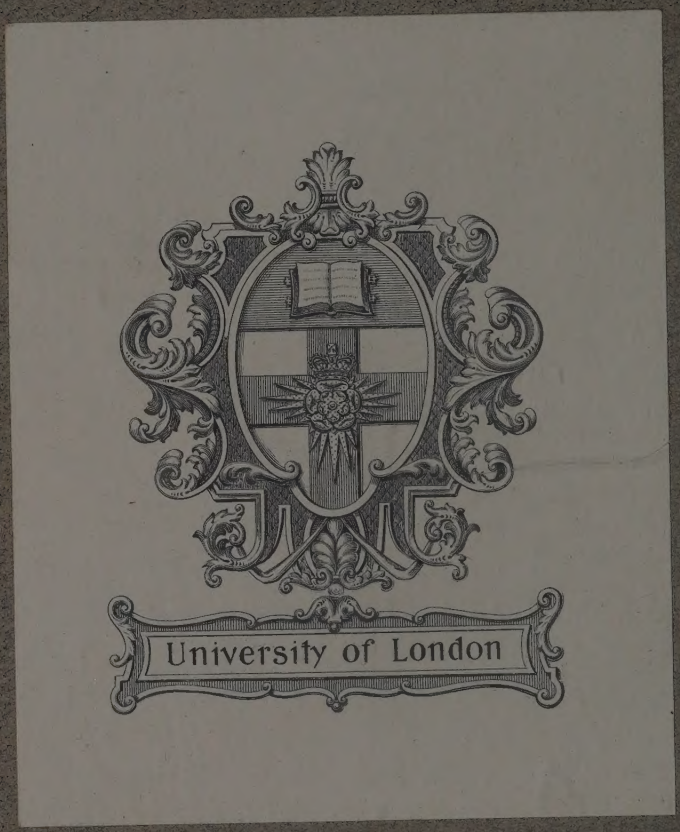

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ACCOUNTS AND PAPERS:

FORTY-FOUR VOLUMES.

—(24.)—

RAILWAYS, &c.—*continued*;
HIGHWAYS; TURNPIKES; HARBOURS, &c.

Session
8 *February* —— 15 *August* 1876.

VOL. LXV.

1876.

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1876.

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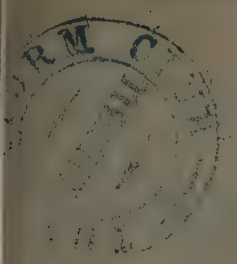
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RETURN to an Order of the Honourable The House of Commons, dated 8 February 1876;—*for*,

COPY

OF

REPORT

BY THE BOARD OF TRADE

UPON ALL THE

RAILWAY, CANAL, TRAMWAY, GAS, AND WATER BILLS

OF SESSION 1876.

(*Mr. Edward Stanhope.*)

Ordered, by The House of Commons, *to be Printed*, 8 *February* 1876.

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REPORT OF THE BOARD OF TRADE ON THE RAILWAY, CANAL, TRAMWAY, GAS, AND WATER BILLS OF 1876.

THE Number of Bills deposited this Session, which relate to RAILWAYS, CANALS, TRAMWAYS, and the Supply of GAS and WATER, amounts to 206.

RAILWAYS AND CANALS.

The Number of Bills which relate to RAILWAYS and CANALS amounts to 132, of which Number 94 propose to authorise the Construction of New Railways, or Additional Railway Works.

	Number of Bills.	Length of New Line.	Proposed Capital.		
			By Shares.	By Loan.	Total.
PROMOTED BY EXISTING COMPANIES:		*Miles.*	£.	£.	£.
England	69	132	14,852,525	4,393,990	18,246,515
Scotland	11	18	2,326,000	473,300	2,799,300
Ireland	10	5	156,550	285,000	441,550
TOTAL	90	155	16,335,075	5,152,290	21,487,365
PROMOTED BY NEW COMPANIES:					
England	35	417	10,178,000	3,391,079	13,569,079
Scotland	3	35	350,000	116,600	466,600
Ireland	4	98	815,000	316,650	1,131,650
TOTAL	42	550	11,343,000	3,824,329	15,167,329
TOTAL for RAILWAYS and CANALS	132	705	27,678,075	8,976,619	36,654,694

TRAMWAYS.

The Number of Bills which relate to TRAMWAYS amounts to 5.

England	4	22	75,000	25,000	100,000
Scotland	—	—	—	—	—
Ireland	1	3	50,000	16,600	66,600
TOTAL for TRAMWAYS	5	25	125,000	41,600	166,600

GAS.

The Number of Bills which relate to the Supply of GAS amounts to 40.

England	37	- -	2,531,800	2,374,172	4,905,972
Scotland	3	- -	- -	27,000	27,000
Ireland	—	—	—	—	—
TOTAL for GAS	40*	- -	2,531,800	2,401,172	4,932,972

WATER.

The Number of Bills which relate to the Supply of WATER amounts to 29.

England	25	- -	1,460,800	2,838,200	4,299,000
Scotland	3	- -	- -	213,000	213,000
Ireland	1	- -	30,000	10,000	40,000
TOTAL for WATER	29	- -	1,490,800	3,061,200	4,552,000
GENERAL TOTAL for RAILWAYS, CANALS, TRAMWAYS, GAS, and WATER	206	Railways 705 miles, Tramways 25 miles.	31,825,675	14,480,591	46,306,266

* Ten of these Bills also contain provisions relating to the Supply of Water.

PROVISIONAL ORDERS.

THE Number of Applications made to the Board of Trade for Provisional Orders relating to TRAMWAYS, and the Supply of GAS and WATER, amounts to 30.

	NUMBER OF APPLICATIONS.	LENGTH OF ROAD FOR WHICH TRAMWAY IS PROPOSED.	Proposed Capital. By Shares.	Proposed Capital. By Loan.
		TRAMWAYS.		
		Miles.	£.	£.
ENGLAND - - - - -	7	(*double* line) 1 mile 5 chains (single line) 10 miles 19 chs.	36,393*	
		* From the Estimate of Expense.		
		GAS.		
ENGLAND - - - - -	12	- -	199,000	39,916
		WATER.		
ENGLAND - - - - -	8	- -	122,000	16,500
		GAS AND WATER.		
ENGLAND - - - - -	3	- -	35,000	2,500
TOTAL for GAS and WATER	23	- -	356,000	58,916
GENERAL TOTAL for TRAMWAYS, and GAS and WATER, Provisional Orders - -	30	1 *mile* 5 *chains* *double* line - 10 miles 19 chs. single line -	395,393	58,916

BILLS BY EXISTING RAILWAY COMPANIES.

The Bills deposited by existing Railway Companies for the present Session considerably exceed in number those deposited for the last Session.

The provisions of these Bills relate, as in former years, almost exclusively to improvements in existing railways, such as the widening of lines, the enlargement of stations and sidings, and the acquisition of the necessary land for such purposes. In many cases they provide for the construction of short branch and extension lines, for extension of time for the compulsory purchase of land, and for completion of certain authorised works and Railways; or for new arrangements with respect to capital.

It may be observed, however, that the most important of the measures submitted for the consideration of Parliament by some of these Bills, are those which relate to the amalgamation of certain Railway Companies. The principal of these are the Bills for the amalgamation of the Bristol and Exeter and Great Western Railway Companies, of the North Staffordshire and the Manchester, Sheffield, and Lincolnshire Railway Companies, and the vesting by lease of the Somerset and Dorset Railway jointly in the undertakings of the Midland and the London and South Western Railway Companies. A list of the whole of the amalgamations will be found at page 46.

The relative importance of the works for which provision is made in the Bills of the respective companies may to some extent be estimated by the amount of new capital sought to be authorised, as will be seen from the following Table:—

	£.
The Midland Railway Company propose, by three Bills, to raise additional sums, amounting in the aggregate to	4,033,333
The London and North Western	2,066,800
The Lancashire and Yorkshire	2,000,000
The Manchester, Sheffield, and Lincolnshire	1,333,300
The North Eastern	1,332,000
The Metropolitan	1,283,333
The Caledonian	1,113,300
The Furness	800,000
The South Eastern	666,666
The Great Eastern	640,000
The Great Western	600,000
The North British, by three Bills	586,000
The Glasgow and South Western	550,000
The Glasgow (City) Union	550,000
The London and South Western, by three Bills	501,858
The London, Chatham, and Dover	500,000
The London, Brighton, and South Coast	266,666
And 27 Bills by existing Companies propose to raise further sums, amounting in the aggregate to	2,264,109
Making a Total proposed to be raised by existing Railway Companies of £.	21,487,365

BILLS BY NEW RAILWAY COMPANIES.

The Bills deposited by new Companies propose the construction of new or additional Railways, some of which are designed for the purpose of affording new routes of Railway communication. The four most important of these as regards lengths of proposed Railway, and amount of capital required to be raised, are the West Riding and Lancashire Railways Bill, for making Railways 37 miles in length, which would afford a new route from Manchester, by way of Oldham, to

Halifax, Huddersfield, and Bradford. The Metropolitan and Brighton Railway Bill, for an additional line 49 miles in length, between the Metropolis and Brighton. The Northern Union Railways of Ireland Bill, for additional Railways 40 miles in length, in county of Down, and the Ulster Extension Railways, for a Railway 39 miles in length, from the Ulster Railway at Glaslough, by Augnacloy and Clogher, to Enniskillen. Two Bills propose the construction of Railways, with the object of connecting the systems north and south of the Thames, passing under the river by means of tunnels. One, the London and Tilbury, Dartford and Kent Coast Junction Railway, passing in tunnel under the Thames at Purfleet, and the other, the North and South (Gravesend Tunnel) Junction Railway, passing under the Thames at Gravesend. Five Bills, viz., the Alexandra Palace, the Midland and Alexandra Park, the North Metropolitan (High Level), the Hounslow and Metropolitan, and the Turnham Green and Ealing Railway Bills, propose the construction of Railways in the suburban districts on the North and West of London, all five of which would be in connection with the metropolitan lines. The other Bills proposed by new Companies are for the construction of Railways generally connected with and forming extensions or branches of existing Railways.

The total length of Lines by new Companies is 550 miles, an average length of 13 miles for each Bill.

The total sums proposed to be raised by new Companies amount to 15,167,329 *l.*, or an average capital of 361,127 *l.* for each Bill.

An Analysis of the objects of the Railway Bills generally will be found at pages 7 to 21.

TRAMWAY BILLS.

The length of new Tramways proposed by the Bills does not exceed 25 miles. The Bills are referred to at page 22.

TRAMWAY PROVISIONAL ORDERS.

The length of Tramways proposed by the 7 Provisional Orders are 11 miles. *See* page 36.

GAS AND WATER BILLS.

Of the 69 Bills 30 relate to the supply of Gas only, and 10 to the supply of Gas and Water, 16 being proposed by Corporations of Cities, or Local Boards, 1 by a new Company, and 23 by existing Companies.

Twenty-nine Bills relate to the supply of Water only, 10 being proposed by Corporations of Cities, or Local Boards, 6 by new Companies, and 13 by existing Companies.

The total of the sums proposed to be raised by these 69 Bills amount to 9,484,972 *l.*

The Analysis of the Gas and Water Bills will be found at pages 23 to 30.

GAS AND WATER PROVISIONAL ORDERS.

Twenty-three applications have been made to the Board of Trade for Provisional Orders: 12 for purposes relating to the supply of Gas, 8 relating to the supply of Water, and 3 relating to the supply both of Gas and Water.

The total sums proposed to be raised by these Provisional Orders amount to 414,916 *l.*

A list of these applications will be found at page 39.

ANALYSIS OF BILLS.

RAILWAY AND CANAL BILLS.

NAME OF BILL.	Page in Grouping List of Report, &c.	OBJECT OF BILL.	Capital Proposed.		Length of New Line Proposed.
			By Shares.	By Loan.	
			£.	£.	M. CHS.
Alexandra (Newport) Dock Company.	34	To further extend the periods limited for the compulsory purchase of lands, and for the completion of the Railway; to authorise the Company to make a new road; and to run over and use with their trains parts of the Monmouthshire and Sirhowy Railways.	—	—	—
Alexandra Palace Railway - -	31, 45	To incorporate a Company for making Railways from the Tottenham and Hampstead Junction Railway to the Alexandra Palace.	230,000	76,600	3 39
Anglesey Central Railway -	34	To cancel the existing borrowing powers of the Company, and to authorise them to issue debenture stock.	—	—	—
Ballymena and Larne Railway -	35	To extend the periods limited for the compulsory purchase of lands and for the completion of the Railway; to authorise reciprocal running powers to the Company, and the Ballymena, Cushendall and Redbay Railway Company over their respective Railways; and to authorise the Company to make compensation for land by the issue of shares to the owners.	—	—	—
Banbury and Cheltenham Direct Railway.	34	To authorise the Company to make a deviation in their Railway.	—	—	Deviation 2 27
Belfast and County Down Railway.	35	To authorise the Company to issue a new preference stock in lieu of existing shares, and in discharge of their liabilities; to provide for the increase of tolls for goods and passengers.	46,550	—	—
Belfast, Holywood, and Bangor Railways.	35	For the arrangement of the affairs of the Company, and to authorise the issue of debenture stock.	—	150,000	—
Bideford and Westward Ho Light Railway.	32	To incorporate a Company for making a Light Railway from Bideford to Westward Ho.	30,000	10,000	3 70
Blyth Valley Railway - -	33	To incorporate a Company for making a Railway from the Great Eastern Railway at Halesworth to Southwold.	45,000	15,000	8 10
Bodmin and Wadebridge and Delabole Railway.	32	To extend the period limited for the completion of the Railway.	—	—	—
Bodmin and Wadebridge Railway Company.	32	To extend the period limited for the compulsory purchase of lands, and for the completion of the Deviation Railway.	—	—	—

RAILWAY AND CANAL BILLS—*continued.*

NAME OF BILL.	Page in Grouping List of Report, &c.	OBJECT OF BILL.	Capital Proposed.		Length of New Line Proposed.
			By Shares.	By Loan.	
			£.	£.	M. CHS.
Bolton Junctions Railway - -	33	To incorporate the Bolton Junctions Railway Company, Limited; for making Railways extending from the Cheshire Lines Committees Railway, and the authorised Manchester and South District Railway near Manchester, to the town of Bolton; running powers over portions of the two Railways; working arrangements with the Cheshire Lines Committee, the Manchester South District, the Manchester, Sheffield, and Lincolnshire, the Great Northern, and the Midland Railway Companies.	600,000	200,000	13 44
Bristol Joint Stations - -	32	To enable the Joint Committee of the Great Western, the Bristol and Exeter, and the Midland Railway Companies to acquire additional lands and execute additional works for the purposes of the joint station at Bristol.	50,000	16,666	—
Bromley Direct Railway - -	31	To extend the time limited by the Company's Act of 1874 for the completion of the Railway,	—	—	—
Bundoran and Sligo Railway -	35	To incorporate a Company for making a Railway from the Enniskillen and Bundoran Railway at Bundoran, by Cliffony to Grange, and a branch at Ballyshannon to the Erne River, and to authorise them to enter into working arrangements with the Northern of Ireland and the Enniskillen, Bundoran, and Sligo Railway Companies, and to run over and use portions of those Companies Railways.	70,000	35,000	12 51
Burnham Tidal Harbour - -	32	To revise and extend the powers of the Burnham Tidal Harbour Company for the construction of works, and to authorise them to acquire land, and to provide and use vessels.	38,000	12,600	—
Burntislan Direct Mineral Railway.	35	To incorporate a Company for making a Railway from Burntisland to the North British Railway at Cowdenbeath, with branches to certain colleries, and to enable the Company to enter into traffic agreements with the North British Railway Company.	175,000	58,300	22 32
Burry Port and North Western Junction Railway.	34	To incorporate a Company for making a Railway from the Burry Port and Gwendreath Valley Railway at Llanon, to the Central Wales and Carmarthen Junction Railway, near the Llanarthney Station, and to enable them to enter into working agreements with the London and North Western, and the Burry Port Railway Companies.	93,000	31,000	5 79
Caledonian Railway (Additional Powers).	35	To authorise the Caledonian Railway Company to make certain Railways in the counties of Lanark and Stirling; to acquire additional lands; and to abandon a portion of an authorised line, &c.	600,000	200,000	12 47
Caledonian Railway (Grangemouth Harbour).	35	To authorise the Company to make a dock, timber basin, and quays at Grangemouth, and improve the navigation of the River Carron.	235,000	78,300	—
Camelford, Altarnun, and Launceston Railway.	32	To incorporate a Company for making Railways to connect the authorised Bodmin, Wadebridge, and Delabole Railway at Camelford with the Launceston and South Devon Railway at Launceston, and to authorise them to enter into working arrangements with the Great Western, Bristol and Exeter, South Devon, London and South Western, and other Railway Companies, and to run over and use portions of certain Railways.	250,000	83,333	18 4
Caterham and Godstone Valley Railway	31	To incorporate a Company for making Railways from the South Eastern Railway at Caterham to Godstone and Limpsfield, and to authorise them to enter into working agreements with the London, Brighton, and South Coast, and the South Eastern Railway Companies.	120,000	40,000	2 23

RAILWAY AND CANAL BILLS—*continued.*

NAME OF BILL.	Page in Grouping List of Report, &c.	OBJECT OF BILL.	Capital Proposed.		Length of New Line Proposed.
			By Shares.	By Loan.	
			£.	£.	M. CHS.
Central Norfolk (Light) Railway	33	To incorporate a Company for making a Railway from Norwich to Blakeney, to be constructed and worked as a *light* Railway.	200,000	66,666	32 79
Charnwood Forest Railway -	34	To authorise the Company to make branch Railways near Coalville, and to authorise them to enter into working arrangements with the London and North Western and the Midland Railway Companies, and to run over and use portions of the Midland Railway.	30,000	10,000	2 46
Chichester and Midhurst Railway.	32	To incorporate a Company for making a Railway from the London, Brighton, and South Coast Railway near the Chichester Station to the Mid-Sussex and Midhurst Branch near the Midhurst Station ; and to enter into working arrangements with the London, Brighton, and South Coast Railway Company.	150,000	50,000	11 16
Cleator and Workington Junction Railway.	33	To incorporate a Company for making a Railway from the Whitehaven, Cleator, and Egremont Railway near Cleator-Moor Station, passing by Distington to Lord Lonsdale's Railway north of Workington, with branches to the Whitehaven Junction, to Harrington, and to a point south of Workington ; to enable the Company to enter into working arrangements with the London and North Western and the Whitehaven, Cleator, and Egremont Railway Companies, and to use a portion of the Whitehaven Junction Railway, and the Railways, sidings, docks, and works at Workington belonging to Lord Lonsdale.	150,000	50,000	25 13
Coombe Hill Canal Navigation -	32	To authorise the Company to close the Canal (about 3½ miles in length) between Coombe Hill and the River Severn, on and after the 1st August 1876 ; to sell and dispose of site of the Canal and other property belonging thereto, and to wind up their affairs.	—	—	—
Cornwall Mineral and Bodmin and Wadebridge Junction Railway.	32	To extend the period for the compulsory purchase of land, and for the completion of the Railway authorised by the Act of 1873.	—	—	—
Cornwall Minerals and Lostwithiel and Fowey Railways.	32	To authorise the leasing of the Lostwithiel and Fowey Railway, authorised in 1862 and 1865, to the Cornwall Minerals Railway Company for a period of 60 years ; to amend an agreement made in 1865 between the Lostwithiel and Fowey Railway Company and the Cornwall Railway Company.	21,000	7,000	—
Didcot, Newbury, and Southampton Junction Railway	32	To extend the periods for the compulsory purchase of lands and the completion of the Railway ; to authorise the Company to enter into working and traffic agreements with the Great Western and the London and South Western Railway Companies.	—	—	—
Dudley and Oldbury Junction Railway (Abandonment.	34	To authorise the abandonment of the undertaking authorised in 1873, to provide for the *release of the deposit made with the Court of Chancery*, and for the winding up of the affairs of the Company.	—	—	—
Dudley and Oldbury Junction Railway.	34	To enable the Company to make a deviation in their authorised line ; to extend the periods for the compulsory purchase of lands and the completion of the other portions of their line authorised by the Act of 1873 ; to authorise the Company to carry passengers on Railway No. 2, and to enable them to enter into working and traffic agreements with the Great Western Railway Company.	—	—	— deviation 0.72

RAILWAY AND CANAL BILLS—*continued.*

NAME OF BILL.	Page in Grouping List of Report, &c.	OBJECT OF BILL.	Capital Proposed.		Length of New Line Proposed.
			By Shares.	By Loan.	
			£.	£.	M. CHS.
East Cornwall Mineral Railway	32	To authorise the Company to alter the gauge of their existing rails from 3 feet 6 inches to a gauge of 4 feet 8½ inches; to make alterations in their authorised Railway at Calstock; and as a separate undertaking, to make Extension Railways to the South Devon and Tavistock Railway at Tavistock, and to the Morwellham Quay on the River Tamar; to repeal the Sections of the Act of 1869, limiting the speed of trains and the carrying of passengers, &c. on their Railways; to enable the Company to use a portion of the South Devon Railway, and to enter into working and traffic arrangements with the South Devon and the London and South Western Railway Companies.	200,000	66,660	8 29
East London Railway - -	31, 44	To authorise the Company to make a new junction between their line at Whitechapel and the main line of the Great Eastern Railway at Bethnal Green; to authorise the Company and the Great Eastern Railway Company to widen the Viaduct, and to erect a joint station on the London and Blackwall Railway at Shadwell.	—	—	0 47
East Norfolk Railway - - -	33	To authorise the construction of a Railway from the Wroxham Station to Aylsham; and to authorise them to enter into working and traffic agreements with the Great Eastern Railway Company.	70,000	23,300	8 71
Ely, Haddenham, and Sutton Railway.	33	To authorise the Company to make a Railway in extension of their existing Railway at Sutton to the St. Ives Branch of the Great Eastern Railway near St. Ives; and to change the name of the Company to that of the Ely and St. Ives Company.	60,000	20,000	8 38
Ennis and West Clare Railway -	35	To authorise the abandonment of the Company's Railways authorised by their Acts of 1871 and 1873, and to provide for the release of the deposit made with the Court of Chancery in Ireland in respect of those Acts.	—	—	—
Felixstowe Railway and Pier (New Works and Additional Powers).	33	To authorise the Company to construct a Tidal Basin and other works at Felixstowe.	40,000	13,300	—
Forth Bridge Railway - -	35	To extend the period limited by the Act of 1873 for the compulsory purchase of lands and for the completion of the Company's Railways; and to authorise the Company to enter into working and traffic agreements.	—	—	—
Furness Railway - -	33	To authorise the Company to make new Railways, to construct new roads, to acquire additional lands; to extend the period for the completion of the Armside Branch, &c.	600,000	200,000	6 33
Glasgow and Kilmarnock Joint Lines and Caledonian Railway.	35	To enable the Caledonian and the Glasgow and South Western Railway Companies jointly to acquire additional land, to construct sidings, to make deviations of tramways at Glasgow, &c.	—	—	—

RAILWAY AND CANAL BILLS—*continued.*

NAME OF BILL.	Page in Grouping List of Report, &c.	OBJECT OF BILL.	Capital Proposed.		Length of New Line Proposed
			By Shares.	By Loan.	
			£.	£.	M. CHS.
Glasgow and South Western Railway.	35	To authorise the Company to make a Railway from West Kilbridge to Fairlie, with a pier on the foreshore; to acquire additional lands; to require the City of Glasgow Union Railway Company to complete their Saint Enoch Station and Hotel and their authorised Railway No. 6; Company to subscribe to the Union Company; scheme for conversion of Company's capital, &c.	150,000 350,000	50,000	2 63
Glasgow (City) Union Railway	35	To authorise the Company to acquire additional lands; to authorise an extension of time for the completion of Railway No. 6 and the Saint Enoch Station; the Glasgow and South Western Company to be required to subscribe to the Saint Enoch Station and Hotel, and the Glasgow and South Western and the North British Railway Companies to subscribe to the completion of the Railways and works of the Company other than the Saint Enoch Station.	350,000 200,000	—	—
Golden Valley Railway - -	34	To incorporate a Company for making a *light* Railway in the county of Hereford from the Great Western Railway at Pontrillas Station to Dorstone; to authorise them to use the Pontrillas Station and a portion of the Great Western Railway, and to enter into working agreements with the London and North Western and Great Western Railway Companies.	60,000	20,000	10 56
Gorsedda Junction and Portmadoc Railways.	34	To authorise the Company to make two short Railways and a siding; to enable them to use with their trains a part of the Festiniog Railway, and to enter into working arrangements with the Festiniog Railway.	10,000	3,333	0 22
Great Eastern Railway - -	33, 44, 46	To authorise the Company to make a junction Railway between the Ipswich and Norwich Line at Forncott and the Ely and Norwich Line at Wymondham, a junction at East Dereham, and certain short Railways at West Ham; to make alterations of certain bridges; to construct a wharf or quay at West Ham; to convert Bishopsgate (High Level) Station into a goods station; to acquire additional lands; to subscribe to and to acquire the undertaking of the Ely and Newmarket Railway Company; scheme of arrangements with respect to capital, &c.	450,000	190,000	8 9
Great Northern Railway - -	33	To extend the period for the compulsory purchase of lands and completion of certain authorised lines of Railway; to enable the Company to divert and construct new roads, to acquire additional lands, &c.	—	—	—
Great North of Scotland Railway.	35, 46	To provide for the amalgamation of the Deeside Railway Company and of the Aboyne and Braemar Railway Company with the Great North of Scotland Railway Company.	—	—	—
Great Southern and Western Railway.	35	To enable the Company to construct a new road at Cork; to acquire additional land at St. Ann, Shandon; and to enter into agreements and lend a certain sum of money to the Cork Harbour Commissioners for the purposes of constructing a jetty at Queenstown; to extend the time limited by the Act of 1872 for the completion of the North Wall Extension Railway.	—	Debenture Stock 100,000	—

RAILWAY AND CANAL BILLS—*continued.*

NAME OF BILL.	Page in Grouping List of Report, &c.	OBJECT OF BILL.	Capital Proposed.		Length of New Line Proposed.
			By Shares.	By Loan.	
			£.	£.	M. CHS.
Great Western Railway - -	32, 46	To authorise the Company to construct certain short Railways, to make new roads, &c.; to acquire additional lands; to make a deviation in the Camerton Branch Railway; to subscribe to the Ely and Clydach Valley, the Waterford, Dungarvon, and Lismore, the Limerick and Kerry, and the Kington and Eardisley Railway Companies; to extend the period for the completion of certain works and authorised Railways; to confirm an agreement with the Milford Docks Company; to *vest the undertakings of the Coleford, Monmouth, Usk, and Pontypool, and the Pontypool, Caerleon, and Newport Railway Companies in the Company*; to enable the Company to acquire the Abercarne Railway; to consolidate their debenture stocks, to enable them to purchase and work mines or minerals lying under or near to their Railways and canals, &c.	450,000	150,000	1 2
Great Western and Bristol and Exeter Railway Companies.	32, 46	To authorise the amalgamation of the undertakings of the Great Western and Bristol and Exeter Railway Companies.	—	—	—
Great Yarmouth and Stalham (Light) Railway.	33	To incorporate a Company for making a Railway from Great Yarmouth by Ormesby, Hemsby, and Catfield to Stalham.	98,000	32,600	16 65
Greencastle and Kilkeel Railway and Pier.	35	To incorporate a Company for making a Railway from Greencastle to Kilkeel, with a branch to Kilkeel Harbour, and a pier or wharf at Greencastle; gauge of Railway may be less than 5 feet 3 inches.	45,000	15,000	5 48
Halesowen and Bromsgrove Branch Railways.	34	To enable the Company to make a new Railway, and certain deviations in their authorised line; to constitute a part of their Railways as a separate undertaking; to run over and use a part of the Netherton and Halesowen Branch of the Great Western Railway, and to enter into working agreements with the Midland and the Great Western Railway Companies; to extend the time limited for the compulsory purchase of lands and completion of their Railways, and to change the name of the Company.	57,000	19,000	0 62 deviation 4 38
Hounslow and Metropolitan Railway.	31, 45	To incorporate a Company for making Railways to connect Hounslow, Ealing, and Acton with the Hammersmith and City Railway, near Shepherd's Bush, and a Branch to the Great Western and Brentford Railway; to enable the Company to enter into traffic and working arrangements with the Great Western and the Metropolitan Railway Companies, and to run over and use the Railways of those Companies east of the Junction with the Hammersmith and City Line, and a portion of the Great Western and Brentford Railway. To provide for winding up the Hounslow and Metropolitan Railway Company authorised in 1846, and for the cancellation of the bond given by that Company.	330,000	110,000	8 53
Ivel Navigation - - -	3	To provide for the closing of the navigation of the River Ivel between its junction with the River Ouse at Tempsford and the town of Shelford.	—	—	—

RAILWAY AND CANAL BILLS—*continued.*

NAME OF BILL.	Page in Grouping List of Report, &c.	OBJECT OF BILL.	Capital Proposed.		Length of New Line Proposed.
			By Shares.	By Loan.	
			£.	£.	M. CHS.
Kilsyth and Falkirk - - -	35	To incorporate a Company for making a Railway from the authorised Kelvin Valley Railway near Kilsyth to the North British Railway near Falkirk, and a branch to the Caledonian Railway at Carmuirs; and to enable them to enter into working or traffic arrangements with the Caledonian, the North British, and the Glasgow and South Western Railway Companies, and to run over and use portions of certain Railways.	150,000	50,000	12 20
Lancashire and Yorkshire Railway (New Works, &c.).	33	To authorise the Company to make certain connecting and other short lines and a deviation line; to extend the period for the purchase of lands and the completion of certain authorised lines and works; to authorise the Company to widen and enlarge their Exchange Station at Liverpool; to widen the Bacup Branch and the line between Heaton Lodge and Dewsbury Junction; to construct bridge for level crossing at Blundellsand; to make improvements at Bolton and at Brighouse; to acquire additional lands; to enter into contracts with the London and North Western Railway Company as to Ashton Branch.	1,500,000	500,000	7 40 deviation 0 44
Letterkenny Railway - -	35	To authorise the levy of a rate in aid of the Railway; to extend the period limited by the Company's Act of 1874 for the completion of the Railway and Works.	—	—	—
Leven Harbour - - -	35	To incorporate a Company, and authorise them to make improvements in the Harbour at Leven; to construct a Wet Dock and a short Railway in connection with the Leven and East of Fife Railway, and to enter into working and traffic arrangements with the Leven and East of Fife Railway Company.	25,000	8,300	0 51
Llanfyllin and Llangynog Railway.	34	To provide for the abandonment of the authorised Llanfyllin and Llangynog Railway, *and for the release of the deposit made with the Court of Chancery.*	—	—	—
Llynvi and Ogmore, and Cardiff and Ogmore Valley Railway Companies Bill.	34, 46	To amalgamate the undertakings of the Cardiff and Ogmore Valley Railway Companies with that of the Llynvi and Ogmore Railway Company.	—	—	—
London and Blackwall Railway -	31, 44	To authorise the Company to widen certain parts of their Railway; to construct a new station and to improve and enlarge certain of their stations; to enable them to enter into contracts with the Great Eastern, the East London, and the London, Brighton, and South Coast Railway Companies with respect to the joint construction of a station at Shadwell.	—	—	—
London and North Western Railway (New Lines and Additional Powers).	33	To authorise the Company to construct certain short Railways; to widen portions of their existing Railways; to make new roads and alterations in roads and road bridges; to acquire additional lands; to authorise the Manchester, South Junction, and Altrincham Railway Company to widen a portion of their Railway; to extend the time for the acquisition of lands for, and completion of, the Dewsbury Junction line, and the Bettws and Festiniog Railway; to authorise the Company to use the Ashton Branch, and the Victoria Station of the Lancashire and Yorkshire Railway; to incorporate a joint Committee for the purposes of the Great Northern and London and North Western Act. 1874; *to amend the Company's Act of* 1846 *as to Tolls and Charges*; to subscribe to the Oldham Company; to enable the Manchester, South Junction, and Altrincham Railway Company and the Sheffield Company to raise additional capital; Dundalk, Newry, and Greenore Railway Company to make a pier on Carlingford Loch, and to raise additional capital.	1,200,000 200,000 100,000 51,000	400,000 66,000 33,000 16,800	5 4·30

RAILWAY AND CANAL BILLS—*continued.*

NAME OF BILL.	Page in Grouping List of Report,&c.	OBJECT OF BILL.	Capital Proposed.		Length of New Line Proposed.
			By Shares.	By Loan.	
			£.	£.	M. CHS.
London and North Western Railway (Sirhowy Railway Transfer).	34, 46	To confirm an agreement between the London and North Western and the Sirhowy Railway Companies for the transfer of the Sirhowy Railway to the London and North Western Railway Company.	—	—	—
London and South Western, and Midland and Somerset, and Dorset Railway Companies.	32, 46	To vest the Somerset and Dorset Railway by way of lease, for a term of 999 years, in the London and South Western and the Midland Railway Companies.	200,000	66,666	—
London and South Western Railway Company (Exeter and Crediton and North Devon Railways).	32, 46	To authorise the purchase by the London and South Western Railway Company of the Exeter and Crediton Railway, and to enable them to remove the broad gauge rails on the Exeter and Crediton and North Devon Railways.	48,525	—	—
London and South Western Railway Company (Various Powers).	32, 45, 46	To authorise the Company to acquire additional lands; to make a deviation of their Railway at the Wandsworth-road; the Company and the London, Brighton, and South Coast Railway Company to acquire additional lands for station accommodation at Merton, and the Company and the Great Western Company additional lands at Salisbury; extension of time for purchase of lands and the completion of works at Lambeth: *Sale or transfer to the Company of the undertakings of the Mid Hants and the Sidmouth Railway Companies, and of the Holdsworthy lines of the Devon and Cornwall Company*; to provide for the commutation of the rent paid by the Company to the Salisbury and Yeovil Railway Company.	240,000	80,000	—
London and Tilbury, Dartford and Kent Coast Junction Railway.	31	To incorporate a Company for making Railways to connect the London, Tilbury, and Southend Railway at Purfleet, by a line passing under the Thames, with the South Eastern Railway near Greenhithe, with branches to the London, Chatham, and Dover Railways, at the Farningham-road and the Eynsford Stations, and a branch from Dartford to the River Thames; to enable the Company to enter into working arrangements with the Great Eastern, the London, Tilbury, and Southend, the London, Chatham, and Dover, the South Eastern, and the London, and North Western Railway Companies.	510,000	170,000	12 77
London, Brighton, and South Coast, and Tunbridge Wells and Eastbourne Railway Companies.	32, 46	To transfer the undertaking of the Tunbridge Wells and Eastbourne Railways Company, authorised in 1873, to the London, Brighton, and South Coast Railway Company, and to authorise the latter Company to make new Railways in substitution of part of the authorised lines.	200,000	66,666	12 62
London, Brighton, and South Coast Railway (Various Powers).	32, 45, 46	To authorise the Company to construct two short Railways at Ford for the purpose of improving the communication between their main lines of Railway and Littlehampton; a junction to connect their South London line with the Crystal Palace High Level Railway, near Peckham; and a subway between the Victoria Stations of the Company, and of the London, Chatham, and Dover, and of the Metropolitan District Railway Companies; to enable the Company to acquire additional lands; to run over and use a portion of the Crystal Palace High Level Railway; to enter into traffic arrangements with the London, Chatham, and Dover, and the Metropolitan Railway Companies; and to provide for the transfer of the Newhaven Harbour to the Company.	—	—	1 37

RAILWAY AND CANAL BILLS—*continued.*

NAME OF BILL.	Page in Grouping List of Report, &c.	OBJECT OF BILL.	Capital Proposed.		Length of New Line Proposed.
			By Shares.	By Loan.	
			£.	£.	M. CHS.
London, Chatham, and Dover Railway.	31	To enable the Company to make a Railway to connect their Main Line with the Sittingbourne and Sheerness Branch; to widen their viaduct at Denmark Hill; to alter roads; to deepen the entrance to the West Swale from the River Medway.	500,000	—	0 44
Lyme Regis Railway - -	32	To extend the time for the completion of the Company's Undertaking.	—	—	—
Lynn and Fakenham Railway	33	To incorporate a Company for the construction of Railways between King's Lynn and Fakenham; to enter into working agreements with the Great Eastern, the Great Northern, and the Midland Railway Companies, and to acquire running powers over portions of adjoining Railways.	150,000	50,000	21 22
Manchester and Milford Railway.	34	To extend the periods for the compulsory purchase of land and the completion of the branch Railway authorised by the Act of 1873.	—	—	—
Manchester, Sheffield, and Lincolnshire Railway (Additional Powers).	33	To authorise the Company to construct certain short Railways; to acquire additional lands; extension of time for compulsory purchase of land, and completion of certain Railways authorised in 1873; capital arrangements with regard to the Oldham, Ashton-under-Lyne, and Guide Bridge Junction Railway Company; to enable the Company to subscribe further sums to the Undertaking of the Cheshire Lines Committee and the Oldham Company; Company to be enabled to run *trains for the labouring classes* morning and evening, between any two of their stations at fares not exceeding one halfpenny per mile per passenger, with limit of liability in case of claim for compensation for injury up to 100*l.*; running powers over the Railways authorised by the Manchester South District Railway Act of 1873.	1,000,000	333,300	7 15
Manchester South District Railway.	33	To extend the periods for the compulsory purchase of certain lands, and for the completion of certain portion of the Railways authorised by the Manchester South District Railway Act, 1873.	—	—	—
Margate (New) Railways - -	31	To incorporate a Company for making new Railways in connection with the South Eastern and the London, Chatham, and Dover Railway at Margate; to enable the Company to enter into working and traffic agreements with the South Eastern and London, Chatham, and Dover Railway Companies.	120,000	40,000	2 76
Merionethshire Railway - -	34	To extend the time for the completion of the Railway authorised in 1871.	—	—	—
Mersey Railway - - - -	33	To enable the Company to make an extension in Liverpool from their authorised Railway at Manchester Dock to Dundee-street, and to enter into working and traffic arrangements with other Railway Companies; to extend the periods for the compulsory purchase of lands, and the completion of the Company's authorised Railways.	350,000	116,000	0 64
Merthyr Tydfil and Rhondda Valley Junction Railway.	34	To incorporate a Company for making Railways from the Rhondda Valley and Hirwain Junction Railway at Ystrad-y-Fodwg to the Brecon and Merthyr Tydfil Junction Railway at Cefn Coed, and to enter into working and traffic arrangements with the Brecon and Merthyr, the Midland, and the Hirwain Junction Railway Companies.	300,000	100,000	13 44

RAILWAY AND CANAL BILLS—*continued.*

NAME OF BILL.	Page in Grouping List of Report, &c.	OBJECT OF BILL.	Capital Proposed.		Length of New Line Proposed.
			By Shares.	By Loan.	
			£.	£.	M. CHS.
Metropolitan and Brighton Railway.	32	To incorporate a Company for making a Railway from the Mid Kent Railway near the Lower Sydenham Station to Brighton, with junctions with the London, Chatham, and Dover, at Penge, and the South Eastern Railway at the Godstone Station; use of Railways and stations of the South Eastern Railway Company between Beckenham, Cannon-street, and Charing Cross; of the London, Chatham, and Dover Railway Company between Penge, Farringdon and Victoria Stations, and of Railways used by that Company, of the East London Railway Company, from New Cross to the Liverpool-street Station, and of the Metropolitan and Metropolitan District Railway Companies; to enable the Company to enter into working arrangements with 12 existing Railway Companies.	2,100,000	700,000	49 57
Metropolitan Railway - -	31, 45	To authorise the Company to make an extension Railway from Aldgate High-street, passing in a covered way under the street to the Whitechapel-road, and the Company and Great Western Railway Company to make Railways to connect the Hammersmith and City Railway at Hammersmith with Walham Green and Fulham, to be placed under the control of a joint committee; to extend the periods limited for the completion of the authorised Kingsbury and Harrow Railway, the Aylesbury Railway, and the Metropolitan Extension Railway between Liverpool-street and Moorgate street; to enable the Company to enter into agreements for the construction of the Kingsbury and Harrow Railway, in consideration of an annual rent-charge; to acquire and hold shares in the capital of the St. John's Wood, the Harrow and Rickmansworth, the London and Aylesbury, and the Metropolitan District Railway Companies, and to make arrangements with respect to capital, &c.	600,000 209,000 250,000	200,000 33,333 —	3 63
Metropolitan Inner Circle Completion Railway Company.	31, 45	To extend the periods for the compulsory purchase of lands and the completion of the Railway; to authorise the Company to acquire additional lands, and to enter into traffic arrangements with certain Railway Companies.	—	—	—
Mid Hants Railway - - -	32	To make provision for the settlement and discharge of the debts of the Company; to authorise running powers over portions of the London and South Western Railway, &c.	—	—	—
Midland and Alexandra Park Railway.	31, 45	To incorporate a Company for making a Railway from the Tottenham and Hampstead Junction Railway to the Railway in the Alexandra Park, and to authorise them to run over and use with their trains portions of the Tottenham and Hampstead Junction Railway, and the Railway in the Alexandra Park, and to enter into traffic and working arrangements with the Great Eastern, Midland, and other Railway Companies.	150,000	50,000	2 63
Midland Counties and Shannon Junction Railway.	35	To extend the periods for the purchase of lands and completion of the Railway.	—	—	—

RAILWAY AND CANAL BILLS—*continued.*

NAME OF BILL.	Page in Grouping List of Report, &c.	OBJECT OF BILL.	Capital Proposed.		Length of New Line Proposed.
			By Shares.	By Loan.	
			£.	£.	M. CHS.
Midland Railway (Further Powers).	34, 46	To confirm an agreement with the Kettering, Thrapstone, and Huntingdon Railway Company to authorise the Company to construct additional works on the Peterborough, Wisbeach, and Sutton Railway, and on the Keighley and Worth Valley Railway; to transfer the Wolverhampton and Walsall Railway from the London and North Western Railway Company to the Midland Railway Company; to vest the Undertaking of the Tewkesbury and Malvern Railway Company, the Swansea Vale Railways in the Midland Railway Company; to vest the Undertakings of the Manchester South District Railway Company in that of the Sheffield and Midland Railway Companies' Committee; to authorise the *release of the deposit* of the Manchester South District Company.	975,000	325,000	—
Midland Railway (New Works)	34	To authorise the Company to make certain short Railways at Masborough, East Belford, Walsall Wood, and at Poplar; to improve a portion of the Birmingham West Suburban Railway and the line between Rushton and Bedford; to make new roads, to acquire additional lands, &c.	1,950,000	650,000	16 64
Mid-Wales Railway - - -	34	To abandon the Railways authorised by the Mid-Wales Railway (Western Extensions) Act, 1865.	—	—	—
Monmouthshire Railway and Canal.	34	To authorise the Company to make a short Railway to connect their Western Valleys Railway with the South Wales Line of the Great Western Railway; to widen a portion of their Railway; and to take additional lands.	105,000	35,000	0 50
Northampton and Banbury Junction Railway Company, and their sureties.	34	To authorise the *cancellation of the bonds* given by the Company in respect to their Blisworth Branch Act of 1865, and their Extensions Act of 1865.	—	—	—
North and South (Gravesend Tunnel) Junction Railway.	31	To incorporate a Company for making a Railway from the London, Tilbury, and Southend Railway at Grays Thurrock, passing under the Thames at Gravesend, to the London, Chatham, and Dover Railway at Sole-street Station; and to authorise them to enter into working and traffic arrangements with the London, Chatham, and Dover, the London, Tilbury, and Southend, and the Great Eastern Railway Companies.	400,000	133,333	7 47
North British Railway (No. 1) (Additional Works and Powers).	35, 47	To authorise the Company to make a connecting branch at Maryhill, an embankment or sea-wall at Burntisland, and a road at St. Cuthbert; to extend the time for the compulsory purchase of lands, and for the completion of certain Railways authorised by the Act of 1873; to enable the Company to purchase additional lands; *to confirm the purchase by the Company of the Silloth Gas Works, and to enable them to supply gas to the town of Silloth; to amalgamate the Undertakings of the Peebles, the Penicuik and the Berwickshire Railway Companies with that of the Company.*	306,000	100,000	0 21
North British Railway (No. 2) (Fife Railways).	35	To authorise the Company to construct certain Railways and works in Fifeshire; to extend the time limited for the completion of the Railways and works authorised by the Forth Bridge Railway Act, 1873; to enable the Company to enter into arrangements with the Forth Bridge Railway Company; to provide for the reduction of the capital of the Dunfermline and Queensferry Railway Company, &c.	45,000	15,000	2 60

RAILWAY AND CANAL BILLS—*continued.*

NAME OF BILL.	Page in Grouping List of Report, &c.	OBJECT OF BILL.	Capital Proposed.		Length of New Line Proposed.
			By Shares.	By Loan.	
			£.	£.	M. CHS.
North British Railway (No. 3) (Burntisland Dock).	35, 47	To *vest* in the Company the dock and works in course of construction by the Town Council at Burntisland.	90,000	30,000	—
North Eastern Railway - -	33, 47	To enable the Company to make certain short Railways, deviations and widening of their existing Railways, to alter roads, to acquire additional lands; to extend the time for the completion of the Whitby, Redcar, and Middlesborough Union Railway; to provide for the winding-up of the Cleveland Extension Mineral Railway Company, and for the *repayment of the deposit;* to vest in the Company the Undertakings of the Hexham and Allendale, and the Leeds, Castleford, and Pontefract Junction Railway Companies.	1,000,000	332,000	6 18 widening 4 78
Northern Union Railways of Ireland.	35	To incorporate a Company for making Railways extending from the Belfast Central Railway, by Miltown, Lisburn, Moira, and Waringstown to the Banbridge Junction Railway at Laurencetown, and an extension from Banbridge to Ballyroney; and to enable them to enter into traffic arrangements with certain Railway Companies; power to use other Railways, &c.	500,000	166,650	40 41
North Metropolitan High Level Railway.	31, 45	To incorporate a Company for making a Railway from the Finchley-road by Hampstead and Highgate to the Alexandra Palace Railway, and branches to join the Hampstead Junction Railway, the Edgware and Highgate Line of the Great Northern Railway and the Midland Railway; and to authorise the Company to enter into working and traffic agreements with certain Railway Companies.	800,000	266,666	6 17
North Staffordshire Railway -	34, 47	To authorise the amalgamation of the North Staffordshire Railway Company with the Manchester, Sheffield, and Lincolnshire Railway Company.	—	—	—
North Wales Narrow Gauge Railways.	34	To authorise the abandonment of Railway No. 1, authorised by the Act of 1872, *to provide for the release of the deposit under that Act, &c.*	40,000	13,300	—
Penarth, Sully, and Cadoxton Railway.	34	To incorporate a Company for making Railways from the Penarth Railway to Penarth, Sully, and Cadoxton; to enable them to use portions of the Penarth and the Great Western Railways, and to enter into traffic and working arrangements.	45,000	15,000	6 30
Ruthin and Cerrig-y-Druidion Railway.	34	To incorporate a Company for making a Railway upon a gauge of not less than one foot eleven inches and a half from Ruthin to Cerrig-y-Druidion.	75,000	25,000	16 40
Ryde New Pier and Railway -	32	To incorporate a Company for making a Pier and Railways at Ryde; to enable them to use portions of existing Railways at Ryde, and to enter into traffic or working arrangements with the Companies owning those Railways.	100,000	33,300	1 20
Ryde Pier Company - - -	32	To enable the Company to construct new Railways at Ryde; to widen and enlarge the Ryde Pier, and to use locomotive engines on their Railway.	54,000	18,000	0 79
Scotswood, Newburn, and Wylam Railway and Dock.	33	To authorise the Company to abandon the construction of the Dock and Branch Railway near Scotswood Bridge, and to change the name of the Company.	50,000	16,300	—
Severn Bridge and Forest of Dean Central Railway.	43	To authorise the Company to make a Railway to connect their line with the Forest of Dean Branch of the Great Western Railway; to extend the periods for the compulsory purchase of lands, and the completion of the Railways authorised in 1873; to enable the Company to run over and use the Forest of Dean Central Railway.	21,000	7,000	1 50

RAILWAY AND CANAL BILLS—*continued.*

NAME OF BILL.	Page in Grouping List of Report,&c.	OBJECT OF BILL.	Capital Proposed.		Length of New Line Proposed.
			By Shares.	By Loan.	
			£.	£.	M. CHS.
Sidmouth Railway - - -	32	To authorise the Company to make Railways from their existing line to Budleigh,—Salterton, and Exmouth; to empower them to run over and use a portion of the Exeter and Exmouth line of the London and South Western Railway, and to enter into working and traffic arrangements with the London and South Western Railway Company.	130,000	43,300	6 71
Sittingbourne and Maidstone -	31	To incorporate a Company for making a Railway from the London, Chatham, and Dover Railway at Sittingbourne to Maidstone; to enable them to enter into working and traffic arrangements with the London, Chatham, and Dover Railway Company, and to run over and use a portion of that Company's Railways.	230,000	79,650	12 64
Sittingbourne and Sheerness Railway.	31	To provide for the winding up of the affairs of the Company.	—	—	—
South Eastern Railway - -	31, 45	To authorise the Company to extend their Hythe and Sandgate Branch Railway to Folkestone; to widen a portion of the Charing Cross line; to acquire additional lands; and to extend the time for the purchase of lands for the Rye and Denge-ness Railway.	500,000	166,666	2 75
Southern Railway Company -	35	To extend the time limited by the Company's Acts for the completion of their Railways; to provide for the cancellation of agreement with the Waterford and Limerick Railway Company; to enable the Company to exercise their borrowing powers without further subscription; and to use certain portions of the Great Southern and Western, and the Waterford and Limerick Companies' Railways, &c.	—	—	—
Southwold Railway - - -	33	To incorporate a Company for making a Railway on a gauge of not less than 2 feet 6 inches, from the Great Eastern Railway at Halesworth to Southwold.	40,000	13,000	9 48
Stonehouse Pool Improvement -	32	To incorporate a Company for the making and maintaining of a quay wall or embankment on the shore of Stonehouse Pool, and a short railway to connect the quays and works with the Devon and Cornwall Railway.	50,000	16,600	0 36
Stourbridge Western Railway -	34	To incorporate a Company for making Railways from Stourbridge to Kingswinford, Cookley, and Kinver; to authorise them to run over portions of the Great Western Railway.	200,000	66,666	11 44
Swansea Harbour - - -	34, 47	To authorise the Swansea Harbour trustees to enter into agreements with the Great Western, the Midland and the London and North Western Railway Companies, for leasing to them the wharfs, Railways and other works authorised to be constructed by the Swansea Harbour Act, 1874.	—	—	—
Sutton Bridge Dock - - -	32	To enable the Company to make a Railway to connect their dock and works with the Norwich and Spalding Railway; to enable them to enter into working arrangements with certain Railway Companies, &c.	15,000	5,000	0 47

RAILWAY AND CANAL BILLS—*continued.*

NAME OF BILL.	Page in Grouping List of Report, &c.	OBJECT OF BILL.	Capital Proposed.		Length of New Line Proposed.
			By Shares.	By Loan.	
			£.	£.	M. CHS.
Temple and Warleggan Railway	32	To incorporate a Company for making Railways from the authorised Temple Mineral Railway, at Temple, to Warleggan and the Cornwall Railway, and to authorise them to use portions of the Temple Mineral, the Bodmin and Wadebridge, and the Cornwall Railways; and to enter into traffic arrangements with the Companies owning those Railways, and the London and South Western Railway Company.	90,000	30,000	11 25
Truro and Newlyn Railway -	32	To incorporate a Company for making a Railway from the Extension line of the Cornwall Minerals Railway at Newlyn to the Cornwall Railway at Truro; to authorise them to use certain portions of the Cornwall and West Cornwall Railway, and to enter into traffic arrangements with various Railway Companies.	90,000	30,000	6 60
Tunbridge Wells and Eastbourne Railways Company.	32	To extend the periods limited by the Company's Act of 1873 for the compulsory purchase of lands, and for the completion of their Railways; to authorise capital arrangements, &c.	72,000	24,000	—
Turnham Green and Ealing Railway.	31, 45	To incorporate a Company for making a Railway from the Kensington and Richmond line of the London and South Western Railway at Chiswick to Ealing; to enable them to use portions of the Kensington and Richmond line; and to enter into working agreements with the London and South Western and Metropolitan District Railways Companies.	100,000	33,000	2 39
Ulster Extension Railway -	35	To incorporate a Company for making a Railway from the Ulster Railway at Glaslough, by Aughnacloy, Aughner, Clogher, Twomiletown and Brookborough to Enniskillen; to enable the Company to enter into working and traffic arrangements with the Ulster and the Sligo, Leitrim, and Northern Counties Railway Companies.	200,000	100,000	39 26
Waterford and Limerick Railway Company.	35	To authorise the Company to make a short Branch Railway, and a Quay or Wharf at Waterford; to change the name of the Company, and to authorise them to enter into agreements with the Great Western Railway Company, and working agreements with the Waterford and Central Ireland Railway Company, &c.	60,000	20,000	0 50
Waterford, New Ross, and Wexford Junction Railway (New Ross and Ballywilliam Railway and Tramway.)	35, 47	To authorise the Company to make and maintain as a separate undertaking a Railway and a Tramway between Ballywilliam and New Ross; to enter into working agreements with, or to sell their Railway to the Great Western, the London and North Western, the Midland, the Great Southern and Western, and the Dublin, Wicklow, and Wexford Railways, or any one or more of such Companies; power to Great Western Railway Company to subscribe.	50,000	15,000	4 50 Tramway 1 78
Waterford and Wexford Railway.	35	To extend the time limited by the Act of 1874 for the completion of the Companies' Railways.	—	—	—
Westerham Valley Railway -	31	To incorporate a Company for making a Railway from the Sevenoaks and Tunbridge line of the South Eastern Railway near the Dunton Green Station to Westerham and Oxted, and to enable them to enter into working and traffic agreements with the South Eastern, and the London, Brighton, and South Coast Railway Companies.	100,000	33,000	8 35

RAILWAY AND CANAL BILLS—*continued.*

NAME OF BILL.	Page in Grouping List of Report.	OBJECT OF BILL.	Capital Proposed.		Length of New Line Proposed.
			By Shares.	By Loan.	
			£.	£.	M. CHS.
West Riding and Lancashire Railways.	33	To incorporate a Company for making a Railway from the Manchester, Sheffield, and Lincolnshire Railway at Openshaw, near Manchester, by way of Oldham and Ripponden, to the authorised line of the Halifax, Thornton, and Keighley Railways North of Halifax; a Branch from Elland to Huddersfield, and short connecting lines or Branches with the Manchester and Stockport Railway, with the Oldham and the Lancashire and Yorkshire Railway at Oldham, with the Bradford, Thornton, and Keighley, and the Midland Railways at Bradford, and with the London and North Western at Huddersfield; to authorise the Company to use portions of the Railways with which connecting lines are proposed; and to enter into working and traffic arrangements with the Great Northern, the Manchester, Sheffield, and Lincolnshire, and the Midland Railway Companies.	1,967,000	655,000	37 56
West Surrey Railway - -	32	To incorporate a Company for making a Railway from the Woking, Guildford, and Godalming Branch of the London and South Western Railway, near Guildford, passing North of Clandon, East Horley, and Bookham, to the Epsom and Leatherhead Branch, in the parish of Ashtead; to enable the Company to use portions of the London and South Western, and London, Brighton, and South Coast Railways, and to enter into working agreements with those Companies.	175,000	58,333	13 35
Wilts and Berks Canal - -	32	To incorporate a Company for the purchase and maintenance of the undertaking of the Wilts and Berks Canal Navigation; and to authorise the closing of the Longcot Branch.	30,000	9,999	—
Whitehaven, Cleator, and Egremont Railway.	33	To authorise the Company to make new Railways, to use a portion of the London and North Western Company's Railway, and to enter into traffic arrangements with the London and North Western, the Furness, and the Maryport and Carlisle Railway Companies.	120,000	40,000	10 60
Whitehaven Habour and Town Improvement.	33	To extend the periods for the compulsory purchase of lands for the completion of certain authorised works; to authorise agreements with the Whitehaven, Cleator, and Egremont Railway Company; to authorise and alter certain tolls, rates, &c.	—	40,000	—
Wye Valley Railway - -	34	To authorise the Company to construct additional Railways, a River Wall and Jetties on the River Wye; and to extend the heads of arrangement between the Great Western Railway Company and the Company to the proposed New Works.	105,000	34,800	1 74

TRAMWAYS.

NAME OF BILL.	Page in Grouping List of Report, &c.	OBJECT OF BILL.	Proposed Capital.		Length of Route.
			By Shares.	By Loan.	
			£.	£.	M. CHS.
East London Ferry Boats and Tramways.	36	To incorporate a Company, and to empower them to construct landing stages at Blackwall stairs, Poplar, and at Greenwich; new roads and road alterations at Greenwich; to establish a Ferry and by a floating bridge or floating bridges, vessel or vessels, to ply and work between the landing stages.	60,000	20,000	—
Liverpool Tramways - -	36	To authorise the Liverpool Tramways Company to make new Tramways in Liverpool and its neighbourhood.	—	—	19 32
North Dublin Street Tramways	36	To authorise the North Dublin Street Tramways Company to construct new Tramways.	50,000	16,600	double line 2 47 single line 0 17
Preston Tramways Bill - -	36	To incorporate a Company for making Tramways in the Borough of Preston and the adjacent Township of Fulwood, gauge 3 feet 6 inches.	15,000	5,000	single line 2 74
Vale of Clyde Tramways - -	36	To authorise a reduction in the amount of the share and loan capital of the Company; to authorise the Company to work their Tramways by mechanical power, subject to such conditions and restrictions as may be imposed by the Sheriff of the County.	—	—	—

The applications to the Board of Trade for Provisional Orders for Tramways are enumerated at page 36.

GAS BILLS.

NAME OF BILL.	Page in Grouping List of Report, &c.	OBJECT OF BILL.	Capital Proposed.		Special Rate of Dividend (if any).	Proposed Illuminating Power.	Proposed Maximum Price per 1,000 Feet.
			By Shares.	By Loan.			
			£.	£.		*Candles.*	*s. d.*
Blackrod Gas - - -	37	To dissolve the Blackrod Gas Company, Limited, and incorporate a new Company, with further powers to supply Gas to Blackrod, and other places in the county of Lancaster, and for other purposes.	20,000 (inclusive of 12,000*l.* capital of Limited Company.)	5,000 (inclusive of 3,000*l.* in respect of original capital.)	7 per cent. on ordinary additional capital; 6 per cent. on preference capital.	14	6 -
Bristol United Gaslight Company.	37	To authorise the Bristol United Gaslight Company to purchase additional lands and erect works for the manufacture and storage of Gas, &c., and to construct two bridges across Avon-street.	—	—	—	—	—
Bristol Gaslight Company, Limited (Hull Station).	37	To authorise the British Gas Company, Limited, to enlarge their works and extend their limits of supply, and to expend further capital (100,000*l.*) for the purposes of their undertaking, in addition to 100,000*l.* already expended under their Act of 1858.	80,000 (to be expended out of the Capital Stock of the Company.)	20,000	7 per cent. on additional capital of 80,000*l.*, issued as ordinary capital; 6 per cent. on preference capital.	14	—
Burntisland Burgh - -	39	To authorise the Corporation of Burntisland (*inter alia*) to acquire the Gas Undertaking of the North British Railway Company, and to supply Gas within the Burgh. (*See* Water Bills.)	—	10,000	—	20	7 -
Campbeltown Burgh and Harbour.	39	To authorise the Corporation of Campbeltown (*inter alia*) to purchase the undertaking of the Campbeltown Gas Company, and to supply Gas to the Burgh. (*See* Water Bills.)	—	12,000	—	20	10 -
Colne Valley Gas - -	37	To dissolve the Colne Valley Gas Company, Limited, and incorporate a new Company, with further powers to supply Gas to Longwood, and other neighbouring places in the West Riding of the County of York, and for other purposes.	20,000 (inclusive of 6,396*l.* paid up of nominal capital (20,000*l.*) of Limited Company.)	5,000	—	14	4 -
Colney Hatch Gas - -	37	To authorise the Colney Hatch Gas Company to raise additional capital, and for other purposes. (Present Capital, 75,000*l.* by Shares; 15,000*l.* by Loan.)	40,000	10,000	7 per cent. on ordinary new capital; 6 per cent. on preference capital.	14	7 6
Derby Gaslight and Coke Company.	37	To confirm the holding of certain lands by the Company, and to authorise them to raise additional capital, and for other purposes. (Present capital, 60,000*l.* by shares; 20,000*l.* by Loan.)	140,000	35,000	7 per cent. on ordinary new capital; 6 per cent on preference capital.	14	—

GAS BILLS—*continued.*

NAME OF BILL.	Page in Grouping List of Report, &c.	OBJECT OF BILL.	Capital Proposed.		Special Rate of Dividend (if any).	Proposed Illuminating Power.	Proposed Maximum Price per 1,000 Feet.
			By Shares.	By Loan.			
			£.	£.		*Candles.*	*s. d.*
estone Gas - -	37	To authorise the Folkestone Gas and Coke Company to raise additional capital, and extend their works, and for other purposes. (Present Capital, 45,000*l.* by Shares.)	60,000	15,000	7 per cent. on ordinary new capital; 6 per cent. on preference capital.	14	—
Gaslight and Coke Com- Company.	37	To authorise the Company to extend their works, and to apply their existing funds for Gasworks, and for other purposes.	—	Such sums as may be necessary.	10 per cent. - - (Excess of profits to be invested and form an insurance fund and reserve fund.)	16	4 - (may be increased diminished, subj to a decrease or crease in stand rates of dividen
Gorleston and Southtown Gas.	37	To dissolve the Gorleston and Southtown Gaslight and Coke Company, Limited, and incorporate a new Company, with further powers to extend their works for supply of Gas, and for other purposes.	25,000 (inclusive of 8,000 *l.* paid up of capital (25,000*l.*) of Limited Company.)	6,222 (inclusive of 2,850 *l.* borrowed by Limited Company.)	—	12	6 6
Halifax Water and Gas Extension.	39	To authorise the Corporation of Halifax (*inter alia*) to extend their Gasworks. (*See* Water Bills.)	—	100,000	—	14	—
Horncastle Gaslight and Coke Company.	37	To dissolve the Horncastle Gas Company, and incorporate a new Company, with further powers to extend their works, and supply Gas to Horncastle.	11,000 (inclusive of 3,000 *l.* capital of original Company.)	2,750	7 per cent. on new capital of 8,000 *l.*	14	6 3
Huddersfield Waterworks and Improvement.	39	To authorise the Corporation of Huddersfield (*inter alia*) to extend the limits for supply of Gas, and construct new works, to confirm agreements for the transfer to the Corporation of the Undertakings of the Huddersfield Gas Company, and the Mold Green Gaslight Company, Limited. (*See* Water Bills.)	—	400,000 (This amount apparently includes other purposes than Gas purposes.)	—	14	4 6
Imperial Gas - - -	37	To authorise the Imperial Gaslight and Coke Company to raise additional capital, and to amalgamate with all or any of the Metropolitan Gas Companies which are not amalgamated with the Gaslight and Coke Company. (Present Capital, 2,860,000*l.* by Shares; 498,000 *l.* by Loan.)	1,300,000	108,000 and 430,000*l.* when whole of additional capital has been subscribed for and accepted and one-half paid up.	7 per cent. on ordinary new capital; 6 per cent. on preference capital.	—	—
Kirkcaldy Burgh and Harbour.	39	To authorise the Corporation of Kirkcaldy (*inter alia*) to purchase the undertaking of the Kirkcaldy Gaslight Company, and to supply Gas. (*See* Water Bills.)	—	Any sums which may be required for the purchase of the undertaking of the Gas Company, also 5,000 *l.* for the general purposes of Gasworks.	—	20	7 6

GAS BILLS—*continued.*

NAME OF BILL.	Page in Grouping List of Report, &c.	OBJECT OF BILL.	Capital Proposed.		Special Rate of Dividend (if any).	Proposed Illuminating Power.	Proposed Maximum Price per 1,000 Feet.
			By Shares.	By Loan.			
			£.	£.		*Candles.*	*s. d.*
Kildwick Parish Gas -	37	To incorporate "The Kildwick Parish Gas Company," and authorise them to supply Gas to the Parish of Kildwick, in the West Riding, York, and for other purposes.	30,000	7,500	—	14	6 —
Llandudno Improvement -	39	To authorise the Llandudno Commissioners (*inter alia*) to purchase the Undertaking of the Llandudno Water and Gas Company, Limited, and to supply Gas to Llandudno and the neighbourhood. (*See* Water Bills.)	—	70,000 (for Gas and Water purposes.)	—	14	6 6
Llandudno Water and Gas	39	To dissolve the Llandudno Water and Gas Company, Limited, and incorporate a new Company with further powers to supply Gas (and Water) to Llandudno and places adjoining. (*See* Water Bills.)	50,000 (inclusive of 17,500 *l.* paid up by nominal Capital (30,000 *l.*) of Limited Company.)	12,500 (inclusive of 4,250 *l.* borrowed by Limited Company.)	7 per cent. on ordinary new Capital, 6 per cent. on Preference Capital.	14	6 3
Maidenhead District Gas -	37	To dissolve the Maidenhead Gaslight and Coke Company, and incorporate a new Company with further powers to extend their works and supply Gas to Maidenhead and the neighbourhood, and to purchase the Undertaking of the Burnham United Gaslight and Coke Company.	36,800 (inclusive of 12,000 *l.* Capital of existing Company.)	9,200	10 per cent., 5 per cent., and 7 per cent. respectively on ordinary (A.B.C.) Capital, and 6 per cent. on Preference Capital may be reduced or increased, subject to increase or reduction in prescribed standard price for Gas.	14	5 6 within limits. 6 0 beyond limits.
Oldbury Local Board of Health (Gas, &c.)	37	To authorise the Oldbury Local Board of Health to purchase from the Corporation of Birmingham so much of the Gas Undertaking acquired by them as is in the district of Oldbury, to erect additional Gas Works, and to supply Gas.	—	100,000	—	15	—
Padiham and Hapton Local Board.	37	To authorise the Local Board for the district of Padiham and Hapton, Lancashire (*inter alia*), to acquire the Undertaking of the Padiham Gaslight and Coke Company. (*See* Water Bills.)	—	20,000 (Gas and Water purposes.)	—	-	—
Ramsgate Local Board -	39	To authorise the Local Board for the District of Ramsgate (*inter alia*), to purchase part of the Undertaking of the Isle of Thanet Gaslight and Coke Company, and to make or supply Gas. (*See* Water Bills.)	—	70,000	—	14	4 0 4 6 5 0 (according to cost of coal dividend to Board.)
Redcar and Coatham Gas	37	To dissolve the Redcar Gas Company, Limited, and incorporate a new Company with further powers to enlarge their works, and supply Gas to Redcar, and other places.	40,000 (inclusive of 24,000 *l.* capital of Limited Company.)	10,000	—	14	6 6

GAS BILLS—*continued.*

NAME OF BILL.	Page in Grouping List of Report, &c.	OBJECT OF BILL.	Capital Proposed.		Special Rate of Dividend (if any).	Proposed Illuminating Power.	Proposed Maximum Price per 1,000 Feet.
			By Shares.	By Loan.			
			£.	£.		*Candles.*	*s. d.*
Rossendale Union Gas -	37	To authorise the Rosendale Union Gas Company to raise additional capital, and for other purposes. (Present Capital, 100,000*l.* by Shares; 25,500*l.* by Loan.)	100,000	25,000	—	—	—
Sevenoaks Gas - - -	37	To dissolve the Sevenoaks Gas Company, Limited, and incorporate a new Company, with further powers to supply Gas to Sevenoaks, and other places.	40,000 (inclusive of 15,000*l.* capital of Limited Company.)	9,750 (inclusive of 2,600*l.* borrowed by Limited Company.)	7 per cent. in respect of ordinary new Capital; 6 per cent. on Preference Capital.	14	6 —
Slaithwaite Gas - -	37	To dissolve the Slaithwaite Gaslight Company, Limited, and incorporate a new Company, with further powers to supply Gas to Slaithwaite and other places in the West Riding, York.	30,000 (inclusive of 20,000*l.* capital of Limited Company.)	7,500 (inclusive of 2,970*l.* borrowed by Limited Company.)	7 per cent. on ordinary new Capital; 6 per cent. on Preference Capital.	14	5 6
Smethwick Local Board -	37	To authorise the Smethwick Local Board of Health (*inter alia*) to purchase from the Corporation of Birmingham part of the Undertaking of the Birmingham and Staffordshire Gaslight Company, and to construct Gasworks and supply Gas in the District of Smethwick.	—	500,000	—	15	4 —
Southampton Gaslight and Coke Company.	37	To authorise the Company to extend their limits for supply of Gas, and to raise additional Capital. (Present Capital, 110,000*l.* by Shares; 31,660*l.* by Loan.)	100,000	25,000	7 per cent. on ordinary new Capital; 6 per cent. on Preference Capital.	—	—
Southport Improvement -	37	To authorise the Corporation of Southport (*inter alia*) to alter and enlarge the existing Gasworks and supply Gas, and to repeal the Agreement between the Corporation and the Local Board for the supply of Gas.	—	230,000	—	—	4 6
South Metropolitan Gaslight and Coke Company.	37	To authorise the Company to raise additional capital, and to amalgamate with any other Gas Company supplying Gas in the Metropolis on the south side of the Thames. (Present Capital, 500,000*l* by Shares.)	250,000	250,000 (inclusive of 62,500*l.* authorised in respect of original capital.)	10 per cent. excess of profits to be invested and form an Insurance Fund and Reserve Fund.	16	3 9 (May be increase or diminished, sub ject to decrease increase in th standard rates dividend.)
Spennymoor and Tudhoe Gas.	37	To dissolve the Spennymoor and Tudhoe Gas Company, Limited, and incorporate a new Company, with further power to extend their Gasworks and supply Gas to certain places in the county of Durham.	50,000 (inclusive of 12,500*l.* capital of Limited Company.)	12,500 (inclusive of 3,125*l.* in respect of original Capital.)	7 per cent. on ordinary new Capital; 6 per cent. on Preference Capital.	14	5 —

GAS BILLS—*continued*

NAME OF BILL.	Page in Grouping List of Report, &c.	OBJECT OF BILL.	Capital Proposed.		Special Rate of Dividend (if any).	Proposed Illuminating Power.	Proposed Maximum Price per 1,000 Feet.
			By Shares.	By Loan.			
			£.	£.		*Candles.*	*s. d.*
Stafford Borough Extension.	39	To authorise the Corporation of Stafford (*inter alia*) to purchase the Undertaking of the Stafford Gas Company. (*See* Water Bills.)	—	Such sum as may be required.	—	—	—
Sutton Gas - - - -	37	To dissolve the Sutton Gas Company, Limited, and incorporate a new Company, with further powers, to extend their works, and supply Gas, and for other purposes.	60,000 (inclusive of 30,000 *l.* capital of Limited Company); also 48,000*l.* "Improvement Stock."	15,000 (inclusive of 7,500 *l.* in respect of original capital); also 12,000 *l.* in respect of "Improvement Stock."	7 per cent. on ordinary new Capita ,and 6 per cent. on Preference Capital.	14	6 6
Thanet Gas - - - -	37	To authorise the Isle of Thanet Gaslight and Coke Company to raise additional Capital, and for other purposes. (Present Capital, 24,000*l.* by shares.)	33,000 (also 48,000 *l.* "Improvement Stock.")	8,250 (also 12,000 *l.* in respect of Improvement Stock, and 6,000 *l.* in respect of original Capital.)	7 per cent, on ordinary new Capital; 6 per cent. on Preference Capital.	14	5 6
Tipton Local Board (Gas)	37	To authorise the Local Board for the district of Tipton, Stafford, to purchase from the Corporation of Birmingham so much of the Gas Undertaking acquired by them as is situate in the parish of Tipton, and to erect Gasworks and supply Gas.	—	25,000	—	15	4 —
Tunbridge Wells Gas Company.	37	To authorise the Company to acquire a new site for the erection of Gasworks, and to apply their present capital, and for other purposes.	—	—	—	—	—
Walsall Gas Purchase and Borough Extension.	37	To authorise the Corporation of Walsall, Stafford (*inter alia*), to purchase from the Corporation of Birmingham so much of the Gas Undertaking (late of the Birmingham and Staffordshire Gaslight Company) acquired by them as relates to the supply of Gas within the Borough.	—	100,000	—	—	—
Walsall Improvement Commissioners Gas Purchase.	37	To authorise the Walsall Improvement Commissioners to purchase from the Corporation of Birmingham so much of the Gas Undertaking (late of the Birmingham and Staffordshire Gaslight Company) acquired by them as relates to the supply of Gas within the Borough, to extend the limits of supply, and to authorise the Commission to construct new Gasworks.	—	100,000	—	—	—
West Bromwich Improvement (Gas).	37	To authorise the West Bromwich Improvement Commissioners to purchase from the Corporation of Birmingham so much of the Gas Undertaking acquired by them as is situate in the Parish of West Bromwich, to erect Gasworks and supply Gas.	—	50,000	—	15	

WATER BILLS.

NAME OF BILL.	Page in Grouping List of Report, &c.	OBJECT OF BILL.	Capital Proposed.	
			By Shares.	By Loan.
			£.	£.
Braceborough Water - -	38	To incorporate the Braceborough Waterworks Company for supplying with Water the towns, villages, railways, and places lying between Braceborough and Paston, in the counties of Lincoln and Northampton.	64,000	16,000
Blackrod Local Board - - -	38	To authorise the Local Board for the district of Blackrod to construct Waterworks, and to supply their district with water and for other other purposes.	—	20,000
Bridgwater Water - - - -	38	To extend the time granted by the "Bridgwater Waterworks Act, 1871," for the completion of works; to authorise the Company to raise additional capital, and for other purposes.	6,000	1,500
Burntisland Burgh - - - -	39	To vest in the Corporation of Burntisland the existing Waterworks, and to authorise them, (*inter alia*) to construct additional Waterworks; and to supply Water to the excluded burgh and places adjacent. (*See* Gas Bills.)	—	25,000
Campbeltown Burgh and Harbour	39	To authorise the Corporation of Campbeltown (*inter alia*) to purchase certain works for the supply of Water, constructed by the Duke of Argyll; to erect new Waterworks and to supply water to the burgh. (*See* Gas Bills.)	—	18,000
Chesterfield Waterworks and Gas Light Company.	38	To authorise the Company to make new Waterworks, and to raise additional capital, and for other purposes.	120,000	30,000
City of Norwich Waterworks Company.	38	To authorise the Company to raise additional capital; to extend their limits for supply of Water, and for other purposes. (Present capital 120,000 *l.*, by shares, 40,000 *l.* by loan.)	80,000	20,000
Cleveland Waterworks - -	38	To authorise the Cleveland Water Company to extend their limits for supply of water; to make new Waterworks, and to raise additional capital, and for other purposes. (Present capital 40,000 *l.* by shares, 11,000 *l.* by loan.)	120,000	30,000
Dewsbury and Heckmondwike Waterworks.	38	To consolidate and amend the Acts relating to the Dewsbury and Heckmondwike Waterworks; to incorporate the Dewsbury Corporation and the Local Board of Health for Heckmondwike, by the name of "The Dewsbury and Heckmondwike United Waterworks Board," with power to make new Waterworks, and for other purposes.	—	135,000 by Corporation, and 45,000 by Local Board.
Dunfermline Water - - -	38	To transfer to the Corporation of Dunfermline existing Waterworks, with power to make Works and to provide an additional supply of water to Dunfermline and places adjacent, and for other purposes.	—	70,000
Edinburgh and District Water -	38	To enable the Edinburgh and District Water Trustees to abandon their authorised Edgelaw Reservoir, and to construct the same on another site; to construct new Works and to make further provision for the supply of water to their district and otherwise, and for other purposes.	—	50,000
Halifax Water and Gas Extension	39	To authorise the Corporation of Halifax (*inter alia*) to construct new Works in extension of their Waterworks, and to extend their limits of supply of water. (*See* Gas Bills.)	—	300,000

WATER BILLS—*continued.*

NAME OF BILL.	Page in Grouping List of Report, &c.	OBJECT OF BILL.	Capital Proposed.	
			By Shares.	By Loan.
			£.	£.
Huddersfield Waterworks and Improvement.	39	To authorise the Corporation of Huddersfield (*inter alia*) to abandon the enlargement of Wessenden Reservoir, and to construct new Reservoirs and Works, and to extend the limits for supply of water; to confirm agreements for the transfer to the Corporation of the Undertaking of the Berry Brow Water Supply Company, Limited. (*See* Gas Bills.)	—	500,000
Kirkaldy Burgh and Harbour -	39	To authorise the Corporation of Kirkaldy (*inter alia*) to extend the limits for the compulsory supply of Water. (*See* also Gas Bills.)	—	—
Lancaster Water and Improvement.	38	To authorise the Corporation of Lancaster (*inter alia*) to extend their Waterworks and limits of supply.	—	50,000
Leicester Improvement - -	38	To authorise the Corporation of Leicester to purchase the Undertaking of the Leicester Waterworks Company, and for other purposes.	—	Not specified.
Leigh and Hindley Local Boards	38	To authorise the Local Boards for the districts of Leigh and Hindley to construct Waterworks and to supply Water; to transfer to them the powers of the South Lancashire Waterworks Company, and to dissolve the Company.	—	75,000 by Leigh Local Board, and 50,000 *l.* by Hindley Local Board.
Littlehampton Water - -	38	To incorporate "The Littlehampton Water Company" for better supplying with water Littlehampton and other places, in the county of Sussex, and for other purposes.	10,000	2,500
Llandudno Improvement - -	39	To authorise the Llandudno Commissioners (*inter alia*) to purchase the Undertaking of "The Llandudno Water and Gas Company, Limited," and to construct Waterworks and supply water to Llandudno and the neighbourhood. (*See* also Gas Bills.)	—	*See* Gas Bills.
Llandudno Water and Gas -	39	To dissolve the Llandudno Water and Gas Company, Limited, and incorporate a new Company, with further power to supply Water (and Gas) to Llandudno and the neighbourhood. (*See* Gas Bills.)	*See* Gas Bills.	
Newcastle and Gateshead Water -	38	To authorise the Newcastle and Gateshead Waterworks Company to construct additional Waterworks, and raise additional capital. (Present capital, 560,000 *l.* by shares, 140,000 *l.* by loan.)	360,000	90,000
North East Worcestershire Water	38	To incorporate "The North East Worcestershire Water Company" for supplying with water Droitwich, Bromsgrove, Redditch, Stourbridge, and other places, in the county of Worcester.	78,000	19,500
Padiham and Hapton Local Board	39	To authorise the Local Board for the district of Padiham and Hapton, Lancaster (*inter alia*), to improve the water supply of the district. (*See* Gas Bills.)	—	—
Paisley Water - - - -	38	To authorise the Paisley Waterworks Commissioners to construct additional Works; to extend the time for the completion of Works already authorised, and for other purposes.	—	50,000
Plymouth Dock (Devonport) Waterworks.	38	To authorise the Company of Proprietors of the Plymouth Dock Waterworks to raise additional capital, and improve and extend the supply of water. (Present capital, 90,000 *l.*)	40,000	30,000 (inclusive of 10,000 *l.* in respect of additional capital.)

WATER BILLS—*continued.*

NAME OF BILL.	Page in Grouping List of Report, &c.	OBJECT OF BILL.	Capital Proposed.	
			By Shares.	By Loan.
			£.	£.
Ramsgate Local Board - -	39	To authorise the Local Board for the District of Ramsgate (*inter alia*) to purchase the undertaking of the Company of Proprietors of the Ramsgate Waterworks, and to supply Water. (*See* Gas Bills.)	—	50,000
Ramsgate Water - - -	38	To authorise the Company of Proprietors of the Ramsgate Waterworks to raise additional capital for the purposes of their undertaking. (Present capital, 15,000 *l.*)	15,000 also 19,000 *l.* "Improvement Stock."	7,500 (inclusive of 3,750 *l.* in respect of present capital, also 4,750 *l.* in respect of "Improvement Stock."
Rosstrevor Improvement - -	38	To incorporate the "Rosstrevor Improvement Company," and authorise them (*inter alia*) to construct Waterworks for a better supply of Water to Rosstrevor (County Down).	30,000 (For Water and other purposes.)	10,000
Shepton Mallet Waterworks -	38	To authorise the Shepton Mallet Waterworks Company to construct additional Waterworks, and to raise further capital, and for other purposes. (Present capital not stated.)	2,800	700
South Hants Water - - -	38	To incorporate the South Hants Waterworks Company for supplying with Water certain parishes and places in the County of Southampton, and for other purposes.	50,000	12,500
Southwark and Vauxhall Water Company.	38	To vest in the Company the Undertaking of the Richmond Waterworks Company; to extend the limits of supply of the Southwark and Vauxhall Water Company, and authorise them to make additional Waterworks, and for other purposes.	—	—
Stafford Borough Extension -	39	To authorise the Corporation of Stafford (*inter alia*) to construct Waterworks, and to supply Water in the Borough and the neighbourhood. (*See* Gas Bills.)	—	25,000
Stockton and Middlesbrough Corporation Water.	38	To authorise the Corporations of Stockton-on-Tees and Middlesbrough to acquire the Undertaking of the Company of Proprietors of the Stockton, Middlesbrough, and Yarm Waterworks, and to construct further Works; to improve the supply of Water to the Borough; and to authorise the Corporation of Darlington to join the Corporation and take part in the Undertaking.	—	1,200,000
Stockton and Middlesbrough Waterworks.	38	To authorise the Stockton and Middlesbrough Waterworks Company to construct additional Waterworks; to consolidate certain share capital, and to raise additional capital. (Present capital, 250,387 *l.* 10 *s.* by shares.)	300,000	75,000
Uppingham Water - - -	38	To incorporate "The Uppingham Waterworks Company" for better supplying with Water the Parish of Uppingham, County Rutland, and for other purposes.	6,000	1,250
Wakefield Waterworks - -	38	To authorise the Wakefield Waterworks Company to extend their Works and limits of supply, and to raise additional capital, and for other purposes. (Present capital, 198,700 *l.* by shares, 32,500 *l.* by loans.)	80,000	20,000
West Brighton Water - -	38	To dissolve the West Brighton Water Company, Limited, and incorporate a new Company with further power to extend their works and supply Water to the district of Hove (Sussex).	50,000 (inclusive of 45,000 *l.* capital of Limited Company.)	12,000
Whitehaven Harbour and Town Improvement.	38	To authorise the Whitehaven Harbour and Town Improvement Trustees (*inter alia*) to take additional supply of Water from Ennerdale Lake, and extend their limits of supply.	—	—
York New Waterworks Company	38	To authorise the Company to construct additional Works and to raise additional capital, and for other purposes. (Present capital not stated.)	60,000	15,000

INDEX TO GROUPS IN GROUPING LIST.

RAILWAY BILLS.

England:	No. of Group.
"Metropolitan Railway District," and Suburbs	I.
South East	II.
South	III.
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South Central	V.
Devon and Cornwall	VI.
Eastern Counties	VII.
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GROUPING LIST.

RAILWAY AND CANAL BILLS.

Grouping.

Railway Bills.

England.

	Length of New Line. M.	CHS.
England.		
"Metropolitan Railway District" and Suburbs:		
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East London Railway	0	47
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Metropolitan Railway	3	63
Metropolitan Inner Circle Completion Railway	—	
Midland and Alexandra Park Railway	2	63
North Metropolitan High Level Railway	6	17
Turnham Green and Ealing Railway	2	39
South East:		
Bromley Direct Railway	—	
Caterham and Godstone Valley Railway	2	23
London and Tilbury, Dartford and Kent Coast Junction Railway	12	77
London, Chatham, and Dover Railway	0	44
Margate (New) Railways	2	76
North and South (Gravesend Tunnel) Junction Railway	7	47
Sittingbourne and Maidstone Railway	12	64
Sittingbourne and Sheerness Railway	—	
South Eastern Railway	2	75
Westerham Valley Railway	8	35

I. "Metropolitan Railway District," and Suburbs.

II. South East.

Grouping. Railway Bills. England.		Length of New Line. M.	CHS.
	South:		
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	London, Brighton, and South Coast, and Tunbridge Wells and Eastbourne Railway Companies	12	62
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	Metropolitan and Brighton Railway	49	57
	Tunbridge Wells and Eastbourne Railways Company	—	
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	South West:		
IV. South West.	*London and South Western, and Midland, and Somerset, and Dorset Railway Companies*	—	
	London and South Western Railway Company (Exeter and Credition and North Devon Railways)	—	
	London and South Western Railway Company (Various Powers)	—	
	Lyme Regis Railway	—	
	Mid Hants Railway	—	
	Ryde New Pier and Railway	1	20
	Ryde Pier Company	0	79
	Sidmouth Railway	6	71
	South Central:		
V. South Central.	*Bristol Joint Station*	—	
	Burnham Tidal Harbour	—	
	Coombe Hill Canal Navigation	—	
	Didcot, Newbury, and Southampton Junction Railway	—	
	Great Western Railway	1	02
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	Devon and Cornwall:		
VI. Devon and Cornwall.	*Bideford and Westward Ho' Light Railway*	3	70
	Bodmin and Wadebridge and Delabole Railway	—	
	Bodmin and Wadebridge Railway Company	—	
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	East Cornwall Mineral Railway	8	29
	Stonehouse Pool Improvement	0	36
	Sutton Bridge Dock	0	47
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	Length of New Line.	Grouping. Railway Bills. England.
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North:		VIII. North.
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Grouping.

Railway Bills.

England.

X.
North Central.

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Charnwood Forest Railway	2	46
Dudley and Oldbury Junction Railway	deviation 0	72
Dudley and Oldbury Junction Railway (Abandonment)	—	
Halesowen and Bromsgrove Branch Railways	0	62
	deviation 4	38
Midland Railway (Further Powers)	—	
Midland Railway (New Works, &c.)	16	64
Northampton and Banbury Junction Railway Company and their Sureties	—	
North Staffordshire Railway	—	
Stourbridge Western Railway	11	44

XI.
Wales.

Wales.		
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Anglesey Central Railway Company	—	
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Golden Valley Railway	10	56
Gorsedda Junction and Portmadoc Railways	0	22
Llanfyllin and Llangynog Railway	—	
Llynvi and Ogmore, and Cardiff and Ogmore Valley Railway Companies	—	
London and North Western Railway (Sirhowy Railway Transfer)	—	
Manchester and Milford Railway	—	
Merionethshire Railway	—	
Merthyr Tydfil and Rhondda Valley Junction Railway	13	44
Mid Wales Railway	—	
Monmouthshire Railway and Canal	0	50
North Wales Narrow Gauge Railways	—	
Penarth, Sully, and Cadoxton Railway	6	30
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Severn Bridge and Forest of Dean Central Railway	1	50
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	Length of New Line.		Grouping. Railway Bills.
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Forth Bridge Railway	—		
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Glasgow and South Western Railway	2	63	
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Great North of Scotland Railway	—		
Kilsyth and Falkirk Railway	12	20	
Leven Harbour	0	51	
North British Railway (No. 1) (Additional Works and Powers)	0	21	
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North British Railway (No. 3)	—		

IRELAND.			XIII. Ireland.
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Belfast and County Down Railway	—		
Belfast, Holywood, and Bangor Railway Company	—		
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Great Southern and Western Railway	—		
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Ulster Extension Railway	39	26	
Waterford and Limerick Railway Company	0	50	
Waterford, New Ross, and Wexford Junction Railway (New Ross and Ballywilliam Railway and Tramway)	4 Tramway 1	50 78	
Waterford and Wexford Railway	—		

Grouping.

Tramway Bills.

XIV.
England.

TRAMWAY BILLS.

England.

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Preston Tramways.

Scotland.

Scotland.

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Ireland.

Ireland.

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England.

Tramway Provisional Orders.

TRAMWAY PROVISIONAL ORDERS.

Application to the Board of Trade for Provisional Orders in pursuance of the Tramways Act, 1870 :—

Bristol Tramways (Extensions).

Corsham Tramways.

Landport, Southsea, and Portsea Tramways.

Newport (Mon.) Street Tramways.

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Wantage Tramways.

BILLS RELATING TO SUPPLY OF GAS.

ENGLAND.

Blackrod Gas.
Bristol United Gas Light Company.
British Gas Light Company, Limited (Hull Station).
Colne Valley Gas.
Colney Hatch Gas.
Derby Gas Light and Coke Company.
Folkestone Gas.
Gas Light and Coke Company.
Gorleston and Southtown Gas.
Horncastle Gas Light and Coke Company.
Imperial Gas.
Kildwick Parish Gas.
Maidenhead District Gas.
Oldbury Gas.
Redcar and Coatham Gas.
Rossendale Union Gas.
Sevenoaks Gas.
Slaithwaite Gas.
Smethwick Local Board.
Southampton Gas Light and Coke Company.
South Metropolitan Gas Light and Coke Company.
Southport Improvement.
Spennymoor and Tudhoe Gas.
Sutton Gas.
Thanet Gas.
Tipton Local Board.
Tunbridge Wells Gas.
Walsall Improvement Commissioners Gas Purchase.
Walsall Gas Purchase and Borough Extension.
West Bromwich Improvement (Gas).

Grouping.

XVI.
Water.

BILLS RELATING TO SUPPLY OF WATER.

England.

England.

Blackrod Local Board.
Braceborough Water.
Bridgewater Water.
Chesterfield Waterworks and Gas Light Company.
City of Norwich Waterworks Company.
Cleveland Waterworks.
Dewsbury and Heckmondwike Waterworks.
Lancaster Water and Improvement.
Leicester Improvement.
Leigh and Hindley Local Boards.
Littlehampton Water.
Newcastle and Gateshead Water.
North East Worcestershire Water.
Plymouth Dock (Devonport) Waterworks.
Ramsgate Water.
Shepton Mallet Waterworks.
South Hants Water.
Southwark and Vauxhall Water Company.
Stockton and Middlesbrough Corporations Water.
Stockton and Middlesbrough Waterworks.
Uppingham Water.
Wakefield Waterworks.
West Brighton Water.
Whitehaven Harbour and Town Improvement.
York New Waterworks Company.

Scotland.

Scotland.

Dunfermline Water.
Edinburgh and District Water.
Paisley Water.

Ireland.

Ireland.

Rosstrevor Improvement.

Grouping.

BILLS RELATING TO SUPPLY OF GAS AND WATER.

XVII.
Gas and Water.

ENGLAND.

England.

Halifax Water and Gas Extension.
Huddersfield Waterworks Improvement.
Llandudno Improvement.
Llandudno Water and Gas.
Padiham and Hapton Local Board.
Ramsgate Local Board (Purchase of Gas and Waterworks).
Stafford (Borough) Extension.

SCOTLAND.

Scotland.

Burntisland Burgh.
Campbeltown Burgh and Harbour.
Kirkcaldy Burgh and Harbour.

England.

GAS AND WATER PROVISIONAL ORDERS.

Gas and Water Provisional Orders.

Gas.

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Cromer Gas.
Chapel-en-le-Frith Gas.
Hythe and Sandgate Gas.
North Middlesex Gas.
North Ormesby Gas.
Poole Gas.
Retford Gas.
Risca and Pontymister Gas.
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Gas and Water.

Connahs Quay Gas and Water.
Clacton-on-Sea Gas and Water.
Flint Gas and Water.

Metropolitan Railway Schemes.

METROPOLITAN RAILWAY SCHEMES.

Report of the House of Lords Committee, 1863.

Report of the House of Lords Committee, 1863.

BILLS for proposed Railways within the Metropolis having been deposited for the sanction of Parliament, it appears desirable, as in former Sessions, to bring under consideration the Report of the Select Committee of the House of Lords on Metropolitan Railway Communication of the Session of 1863. In their Third Report, the Committee expressed their opinion that, in determining the regulations which it may be expedient to apply to Railways within the Metropolis, it is desirable that the limits of the Metropolis prescribed by the Royal Commission of 1846 should be extended in the manner described in the first paragraph of that Report.

The Committee, after explaining their views on the several points of the subject-matter referred to them, expressed (in paragraph 15) their opinion that, if the general views which they had explained should be deemed satisfactory by the House, some means should be taken to render future legislation conformable with the principles there laid down, and with this view they suggested that, in the next Session, and also in any succeeding Session, if necessary, a Select Committee should be appointed before the Second Reading of the Bills, for considering the different schemes for the construction of lines of Railway within the Metropolitan Railway District, which may then be before the House, and to report their opinion upon such schemes, with reference to the recommendations of this Committee; such Report to be made to the House before the Second Reading of the Bills.

The Committee added, that it would be desirable that the Board of Trade should make, soon after the commencement of each Session of Parliament, a General Report relating to all proposed Railways, or works connected with Railways, which affect the Metropolitan Railway District, and that the Report so made should be referred to the proposed Committees.

And further, that arrangements should be made between the two Houses of Parliament, that all Bills proposing to sanction the construction of Railways within the Metropolitan Railway District should originate in one House, and should be grouped together, and referred to the same Select Committee.

Views of the Committee.

Views of the Committee.

The leading views of the Committee of 1863 may be stated generally, as follows:

Dwellings of the Labouring Classes.

1. That, with the view of giving further effect to the provision in favour of the labouring classes, contained in the 191st Standing Order, it is desirable that in every Bill for making any work, in the construction of which compulsory power is given to take 30 or more houses inhabited by the labouring classes in any one parish or place, a clause be inserted providing that the companies shall, not less than four weeks before taking any such houses, make known their intention to take the same, either by personal notice to heads of families inhabiting the same, or by placards, handbills, or other general notice, placed in public view upon or within a reasonable distance from such houses.

Open spaces.

2. That squares and open spaces in the Metropolis should not be unnecessarily taken for the purposes of a railway.

Subways.

3. That in the construction of any new lines, subways, covered ways, or tunnels are preferable, where circumstances admit of them.

Great central station.

4. That it would be objectionable to allow the construction of a great central station in the Metropolis.

More central station for Great Eastern.

5. That the Great Eastern Railway should be allowed to establish a more central station than it has at present, and be placed in communication with the lines running to the Western part of the Metropolis.

Other main stations.

6. That it is not desirable to bring the main stations of any of the principal long lines of Railway, except the Great Eastern, farther into London than is at present

present authorised; but that one or more Railways should be made for carrying passengers from different parts of London to the main stations of the long lines; such new lines not to be in the hands of any one of the present great Companies, but placed under such management as to ensure equal advantages to all.

Metropolitan Railway Schemes.

7. That heavy traffic in goods, and especially in minerals, could, as a general rule, be most conveniently carried from the Railways lying North of the Thames to the Railways lying South of the Thames, by Lines not passing through the central portions of the Metropolis.

Heavy traffic not to pass through the centre of the Metropolis.

8. That there should be a Line of Railway on the Eastern side of the Metropolis, connecting the Railways North and South of the Thames.

Connection North and South on Eastern side.

9. That it was desirable that additional facilities should be afforded, and less onerous arrangements in reference to tolls made for the passage by the Railways on the Western side of the Metropolis, of mineral and goods traffic from some of the Northern Railways, to the Railways and district of country South of the Thames.

Facilities for goods traffic on the Western side.

10. That additional Railway communication was needed in the densely populated part of the Metropolis, and it was desirable that Railway communication, where it did not already exist, should be established between the various main lines of Railway.

Communication in crowded districts. Inter-communication between Railways.

11. The Committee further suggested (in paragraph 12) that the completion of an inner circuit of Railway was desirable, abutting on the principal Railway Termini, with a view to the distribution of passenger traffic arriving by the main lines, and they offered suggestions for an economical construction of the lines forming this circuit, in consort with the Metropolitan authorities. They also suggested an outer circle within the Metropolitan District, communicating with the principal lines North of the Thames, to be at certain points in communication with the inner circle.

Inner and outer circuit.

The Committee expressed an opinion that every such system of internal Railway communication for the Metropolis should be under one management, and they suggested a Standing Order with this view.

Railways authorised in Session 1864, *and subsequently.*

Railways authorised in Session 1864, *and subsequently.*

It has been considered desirable to state, as in former years, how far the views and recommendations of the Lords Committee, above stated, have been carried into effect, having regard to railways authorised by Parliament to be constructed within the Metropolitan District as prescribed in their Report.

The extensions eastward and westward of the Metropolitan Railway, and the scheme of the Metropolitan District Railway, both of which were authorised in 1864, appear to have been passed by Parliament with the object of carrying into effect the views of the Lords Committee, as expressed in the tenth and eleventh of their recommendations, that "an inner circuit of railway "was desirable, abutting on the principal Railway Termini, with a view to the "distribution of passenger traffic arriving by the main lines."

The then existing line of the Metropolitan Railway was authorised to be extended in a direction westward and southward from King's Cross to Notting Hill and South Kensington, and in a direction eastward and westward from Moorgate-street to Tower Hill. The scheme of the Metropolitan District Railway was authorised to complete the portion of the inner circle lying between South Kensington, Pimlico, Westminster; Blackfriars, and Tower Hill.

The Metropolitan Railway Company have completed the extensions of their Railway westward and southward to West Kensington, and they have during

Metropolitan Railway Schemes.

during the past year opened a portion of their Tower Hill Extension as far as Bishopsgate.

The Metropolitan District Railway Company have completed the portion of their Railway between Brompton, West Kensington, Pimlico, Westminster, Blackfriars, to their Mansion House Station at Cannon-street, but they have not commenced the construction of any portion of the line between the Mansion House Station and Tower Hill.

The constructed portion of the Metropolitan Railway has been connected by branch lines with the Great Western Railway at Paddington, with the Midland Railway and the Great Northern Railways at King's Cross, with the Great Eastern New Terminal Station at Liverpool-street, and it is also connected with the railway system of the London, Chatham, and Dover Railway at Farringdon-street. The South Eastern Railway Company have obtained power to connect their Charing Cross Line with the London, Chatham, and Dover Railway at Blackfriars Bridge. This connection which would form a means of communication between the Metropolitan Railway and the South Eastern Railway is in course of construction.

The Metropolitan District Railway affords, by its connecting lines with the West London Railway, a means of communication with the London and North Western and Great Western Railway systems, trains from which lines pass over the West London and Metropolitan District Railways to the Mansion House Station. The Metropolitan District Railway passes, or may be said to abut upon, the Victoria Station of the London, Brighton, and South Coast, and the London, Chatham, and Dover Railways at Pimlico; and also passes in the embankment under the South Eastern Railway at Charing Cross, and under the London, Chatham, and Dover Railway at Blackfriars.

In the last Session of Parliament, 1874, a scheme by a new Company, entitled "The Metropolitan Inner Circle Completion Railway," was sanctioned for the purpose of completing, in a somewhat altered course, the unopened portion of the Metropolitan District Railway. This new Railway is to commence out of the Mansion House Station of the last-mentioned Railway, to pass in tunnel under the line of Cannon-street, under a new street which is to be formed between Cannon-street and Fenchurch-street, and under the line of a portion of Fenchurch-street, whence it will curve round to and form, a junction at, Gravel-lane with the authorised extension of the Metropolitan Railway.

The Great Eastern Railway Company have now completed their Metropolitan Extension Lines from Bethnal Green, by Hackney, Stamford Hill, Tottenham, and Edmonton, and from Hackney, to their main line at Walthamstow Marsh, and their extension from Bishopsgate Station to their New Terminal Station at Liverpool-street; thus carrying into effect the fifth of the before-mentioned recommendations of the Lords Committee. These Extension Railways now opened for traffic, bring the main line from Cambridge and the above-mentioned districts on the North East of London into connection with the system of the Metropolitan Railways, by means of the Branch Line, which has been opened between Liverpool-street and Moorgate-street.

In 1864, Parliament also authorised the construction of the East London Railway. The scheme of this Railway appears to meet the views expressed in the eighth of the before-mentioned recommendations of the Lords Committee, "that there should be a line of Railway on the eastern side of the Metropolis, "connecting the Railways north and south of the Thames."

The East London Railway as authorised is to form a junction with the Great Eastern Railway at Bethnal Green, to pass thence, principally in tunnel, under the Docks at Wapping, and through the Thames Tunnel to Rotherhithe, thence to junctions with the London, Brighton, and South Coast and the South Eastern Railways at their respective stations at New Cross. The Railway has been opened from the North end of the Thames Tunnel at Wapping to a junction with the London, Brighton, and South Coast Railway at New Cross; the other junctions at New Cross are in active progress, and it is understood that

Metropolitan Railway Schemes.

that the portion between Wapping and Bethnal Green, also in course of construction, will shortly be opened for traffic. When this portion has been completed, the East London Railway Company will have access over the Great Eastern Railway to the Terminus at Liverpool-street. The Railways south-east of London will thus, by means of this Railway, and the Great Eastern Railway, be brought into connection with the Metropolitan Railway system.

Street Tramways authorised by Parliament in the Metropolis and Suburbs in the Session of 1869, *and subsequently.*

Street Tramways authorised by Parliament in the Sessions of 1869, *and subsequently.*

It has been considered not unimportant to refer in this Report to the Street Tramways which have been sanctioned by Parliament in Sessions of 1869, and subsequently, to be laid on several important roads leading to or within the Metropolis.

In the Session of 1869, the North Metropolitan Tramway Company were authorised to lay down Tramways on the Whitechapel and Mile End roads, from Aldgate to Mile End; the Metropolitan Street Tramways Company to lay down Tramways on the Clapham and Brixton roads, from the Westminster-road to Brixton and Stockwell; and the Pimlico, Peckham, and Greenwich Tramways Company on the roads leading from the Elephant and Castle to Greenwich.

In the Session of 1870, the London Street Tramways Company were authorised to lay down Tramways from Lower Holloway, on the Camden and Hampstead roads, to the southern end of the latter road, and from Kentish Town, on the Kentish Town and Old St. Pancras roads to a point opposite the terminus of the Great Northern Railway at King's Cross; the North Metropolitan Tramway Company to lay down Tramways on the road from Upper Holloway to High-street, Islington, and thence to Lothbury, and also from the eastern end of their previously authorised Tramway at Bow, on the roads leading towards Leytonstone and Bromley, and from the western end of the same on the Whitechapel-road to Aldgate High-street. The Metropolitan Street Tramway Company were authorised to extend their Tramways to the eastern foot of Westminster Bridge, and to extend those authorised on the Brixton and Clapham roads; and the Pimlico, Peckham, and Greenwich Tramway Company to extend their Tramways from the Elephant and Castle, and from Vauxhall over the Lambeth and Vauxhall Bridges to the Victoria Railway Station, Pimlico, and also from the Elephant and Castle on the roads to Westminster and Blackfriars Bridges.

In the Session of 1871 the North Metropolitan Tramway Company were authorised to lay down additional Tramways from Islington, along the Goswell-road to Aldersgate-street; from Goswell-road, along Old-street and Hackney-roads to Cambridge-road; from High-street, Shoreditch, along the Kingsland-road to Stamford Hill; from the Mile End-road, along the Cambridge and Clapton roads to Stamford Hill; from the City-road, along Southgate-road and Green Lanes to Finsbury Park; from Upper-street, Islington, along the Essex and Balls Pond roads to the Kingsland-road; from Whitechapel-road, along the Commercial and East India Dock roads; and from the East India Dock-road, along the Victoria and Grove roads to Victoria Park. And the promoter of Columbia Market was authorised to lay down Tramways from the Hackney-road, along Crab Tree-row, Squerries-street, and Nottingham-street, to the Goods Station of the Great Eastern Railway at Bethnal Green.

In the Session of 1873 short additional tramways were authorised in connection with the Columbia Market; the London Street Tramways Company were authorised to lay down a short additional Tramway along a part of the Old St. Pancras-road at King's Cross; the Metropolitan Street Tramway Company to lay down additional Tramways from Kennington Park along Kennington Park-road, Newington Butts, Newington Causeway, and Blackman-street, at the junction with Great Dover-street; the Pimlico, Peckham, and Greenwich Tramway Company to lay down Tramways from the Old Kent-road along Great Dover-street to Blackman-street; the Common Road Conveyance Company to lay down

Metropolitan Railway Schemes.

a Tramway from Watford along the Edgware-road to the Edgware-road Station; the Southall, Ealing, and Shepherd's Bush Tramway Company, from Southall along the Uxbridge-road to the West London Railway at Shepherd's Bush; the Uxbridge and Southall, and Ealing and Brentford Tramway Company, to lay down Tramways along the roads between Uxbridge and Southall, and Ealing and Brentford; the West London Tramway Company to lay down a Tramway from the Broadway at Hammersmith along the Great Western-road to Kew Bridge; and the Kew and Richmond Tramway Company, a Tramway from the north side of Kew Bridge, over the bridge, and along the road to Richmond.

Tramways Opened for Traffic.

Tramways Opened for Traffic.

The portions of those Tramways which have now been opened are the following, namely: in the north of London, from Aldgate to Stratford, along the Whitechapel and Mile End and Stratford roads; from Whitechapel High-street to the East India Docks, along the Commercial and East India Dock roads; from Kentish Town to the Euston-road, along the Kentish Town-road, College-street, and the Camden and Hampstead roads; from Holloway to King's Cross, along the Camden-road, Great College-street and Old St. Pancras-road; also from Holloway to Islington, along the Holloway-road, Upper-street, and Liverpool-road, continuing from Islington to near Finsbury-circus, along the City-road; also from Islington to the City Boundary, along Goswell-road; from Stamford-hill to the City-road, along Stoke Newington, Kingsland, and Old-street roads; and from Kingsland to Islington-green, along Balls Pond and Essex roads; from Stamford-hill along the Upper and Lower Clapton roads, Cambridge-heath and Cambridge roads to the Mile End-road; from the East India Dock-road along Victoria and Grove roads to Victoria Park; in the south of London, along the roads leading from the Westminster, Blackfriars, and Vauxhall Bridges, and from High-street, in the Borough, to Clapham, Brixton, Camberwell, Peckham, and East Greenwich.

The Tramways which have been opened up to the present time, leading to or within the Metropolis, amount to a length of 52 miles.

Bills deposited for the Session of 1876.

Bills deposited for the Session of 1876.

The Bills relating to Railways within the Metropolitan Railway District are the following, only one of which, however, namely, the *Metropolitan Railway Bill*, proposes the construction of a railway of any great importance within the Metropolis. The others propose to authorise the construction of new works, the acquisition of additional lands for station and other purposes, or the extension of time for the completion of certain Railways. These Bills are enumerated at page 31 of this Report.

Grouping.

1. *The East London Railway Bill* proposes to authorise the East London Railway Company to make a junction railway at Bethnal Green to connect their authorised Railway near the Whitechapel-road with the main line of the Great Eastern Railway at the Cambridge-road, and to further authorise the East London Railway Company and the Great Eastern Railway Company, or either of them, to acquire land on either side of the London and Blackwall Railway at Shadwell, for the purpose of erecting a joint station.

2. *The Great Eastern Railway Bill* proposes, *inter alia*, to authorise the Great Eastern Railway Company to improve and widen their Bishopsgate (High Level) Station, and their main line of Railway between Bethnal Green and Bow.

3. *The London and Blackwall Railway Bill* proposes to authorise the London and Blackwall Railway Company to widen and improve parts of

of the London and Blackwall Railway, to improve and enlarge several of the stations, and to construct a new station.

Metropolitan Railways Schemes.

4. *The London and South Western Railway Company (Various Powers) Bill* proposes, *inter alia*, to authorise the London and South Western Railway Company to make a deviation of their main line between a point on the Wandsworth-road, near Her Majesty's private station, and the New Road, Battersea.

5. *The London, Brighton, and South Coast Railway (Various Powers) Bill* proposes, *inter alia*, to authorise the London, Brighton, and South Coast Railway Company to construct a short Railway in St. Giles, Camberwell, to connect their South London Line with the Crystal Palace and South London Junction Line of the London, Chatham, and Dover Railway Company, and a subway between the Victoria Stations of the London, Brighton, and South Coast, and the London, Chatham, and Dover Railway Companies, and the Victoria Station of the Metropolitan District Railway Company.

6. *The Metropolitan Railway Bill* proposes to authorise the Metropolitan Railway Company to construct a Railway, in a covered way, under Aldgate High-street and Whitechapel-road, 61 chains in length, to be called the "Whitechapel Extension," and the Metropolitan and the Great Western Railway Companies jointly to construct Extension Railways from the Hammersmith and City Railway at Hammersmith to Walham Green and Fulham. The Bill also proposes to further extend the time limited by the Act of 1875 for the construction of the authorised Railway between Liverpool-street and Aldgate.

7. *The Metropolitan Inner Circle Completion Railway Companies Bill* proposes to extend the periods limited by the Metropolitan Inner Circle Completion Act, 1874, for the compulsory purchase of lands and the completion of the works, and to authorise the Company to acquire additional lands.

8. *The South Eastern Railway Bill* proposes, *inter alia*, to authorise the South Eastern Railway to widen a portion of their Charing Cross Line.

The following Railway Bills, although not within the Metropolitan Railway District as defined by the Lords Committee of 1863, refer to schemes for suburban Railways in extension of Railways already within the District, and to which they may bring an increase of traffic:

1. *The Alexandra Palace Railway Bill* proposes to incorporate a Company for making Railways from the Tottenham and Hampstead Junction Railway to the Alexandra Palace.

2. *The Hounslow and Metropolitan Railway Bill* proposes to incorporate a Company for the construction of Railways to connect Hounslow, Ealing, and Acton, with the Hammersmith and City Railway, near Shepherd's Bush.

3. *The Midland and Alexandra Park Railway Bill* proposes to incorporate a Company for the construction of Railways from the Tottenham and Hampstead Junction Railway to the Alexandra Park.

4. *The North Metropolitan High Level Railway Bill* proposes to incorporate a Company for the construction of Railways from the Metropolitan and St. John's Wood Railway at the Finchley-road, by Hampstead and Highgate to the Alexandra Palace Railway, and branches to join the Hampstead Junction Railway, the Edgware and Highgate line of the Great Northern Railway, and the Midland Railway.

5. *The Turnham Green and Ealing Railway Bill* proposes to incorporate a Company for the making of a Railway from the Kensington and Richmond Line of the London and South Western Railway to Ealing.

Metropolitan Railway Schemes.

Subways.

Subways.

Communication in Crowded Districts.

The Metropolitan Railway Bill proposes to construct a Railway in subway or tunnel.

Communication in Crowded Districts.

The following schemes of the present Session may be mentioned as appearing to have been laid out with a view of affording new or additional means of transit between parts of the Metropolitan Railway District, viz. :—

The Metropolitan Railway Bill.

Amalgamation of Railways.

AMALGAMATION OF RAILWAYS.

THE following Bills of this Session propose the Amalgamation of certain Railway Companies, or the Sale or Lease of their Railways, viz. :

The Great Eastern Railway Bill.—To authorise the Great Eastern Railway Company to acquire the Undertaking of the Ely and Newmarket Railway Company (12 *miles in length*).

The Great North of Scotland Railway Bill.—To provide for the amalgamation of the Deeside and the Aboyne and Braemar Railway Companies, with the Great North of Scotland Railway Company. (*Length of the Deeside Railway* 16 *miles*; *Aboyne and Braemar Railway* 11 *miles*).

The Great Western Railway Bill.—To vest the Undertakings of the Coleford, Monmouth, Usk, and Pontypool Railway Company (16 *miles in length*), and the Pontypool, Caerleon, and Newport Railway Company (12 *miles in length*), in the Great Western Railway Company, and to enable that Company to acquire the Abercarne Railway.

The Great Western and Bristol and Exeter Railway Companies.—To authorise the amalgamation of the Bristol and Exeter Railway Company with the Great Western Railway Company. (*Length of the Bristol and Exeter Railway* 195 *miles*).

The Llynvi and Ogmore and Cardiff and Ogmore Valley Railway Companies Bill.—To amalgamate the Cardiff and Ogmore Railway Company with the Llynvi and Ogmore Railway Company. (*Length of Cardiff and Ogmore Railway* 8 *miles*; *Llynvi and Ogmore* 30 *miles*).

The London and North Western Railway (Sirhowy Railway Transfer) Bill.—To confirm an agreement for the transfer of the Sirhowy Railway (16 *miles in length*) to the London and North Western Railway Company.

The London and South Western and Midland and Somerset and Dorset Railway Companies Bill.—To vest the Somerset and Dorset Railway (80 *miles in length*), by lease for a term of 999 years, in the London and South Western and Midland Railway Companies.

The London and South Western Railway Company, Exeter and Crediton and North Devon Railways.—To authorise the sale of the Exeter and Crediton Railway (6 *miles in length*) to the London and South Western Railway Company.

The London and South Western Railway Company (Various Powers) Bill.—To authorise the sale or the transfer of the Mid-Hants Railway (17 *miles in length*), and the Sidmouth Railway (9 *miles in length*), and

of

of the authorised Holdsworthy lines of the Devon and Cornwall Railway Company (11 *miles in length*), to the London and South Western Railway Company. *Amalgamation of Railways.*

The London, Brighton, and South Coast and Tunbridge Wells and Eastbourne Railway Companies Bill.—To transfer the authorised Undertaking of the Tunbridge Wells and Eastbourne Railways Company (20 *miles in length*) to the London, Brighton, and South Coast Railway Company.

The London, Brighton, and South Coast Railway (*Various Powers*) *Bill.*—To provide for the transfer of the Newhaven Harbour to the London, Brighton, and South Coast Railway Company.

The Midland Railway (*Further Powers*) *Bill.*—To transfer the Wolverhampton and Walsall Railway from the London and North Western Railway Company to the Midland Railway Company; to vest the Undertaking of the Tewkesbury and Malvern Railway Company (14 *miles in length*), and that of the Swansea Vale Railway Company (21 *miles in length*), in the Midland Railway Company; to vest the authorised Undertaking of the Manchester South District Railway Company in that of the Sheffield and Midland Railway Companies Committee.

The North British Railway (No. 1) *Additional Works Bill.*—To amalgamate the Undertakings of the Peebles, the Penecuick and the Berwickshire Railway Companies, with that of the North British Railway Company. (*Length of the Peebles Railway* 19 *miles, the Penecuick* 4 *miles, and the Berwickshire* 21 *miles*).

The North British Railway (No. 3) *Burntisland Dock Bill.*—To vest the Dock and Works in course of construction at Burntisland by the Town Council, in the North British Railway Company.

The North Eastern Railway Bill.—To vest the Undertakings of the Hexham and Allendale Railway Company (12 *miles in length*), and the Leeds, Castleford, and Pontefract Railway Company (8 *miles in length*), in that of the North Eastern Railway Company.

The North Staffordshire Railway Bill.—To authorise the amalgamation of the North Staffordshire Railway Company with the Manchester, Sheffield, and Lincolnshire Railway Company. (*Length of the North Staffordshire Railway* 183 *miles*).

The Swansea Harbour Bill.—To authorise the Great Western, Midland, and the London and North Western Railway Companies to acquire the Wharfs and Works authorised to be constructed by the Swansea Harbour Act, 1874.

The Waterford, New Ross, and Wexford Junction Railway (*New Ross and Ballywilliam Railway and Tramway*).—To authorise, *inter alia*, the Company to sell their Railway (34 *miles in length*).

The above Bills, if the provisions relating to Amalgamation, Sale, or Lease, contained therein, be authorised, will effect the absorption, by a few of the larger Railway Systems, of about 640 miles of railway.

Board of Trade,
February 1876.

T. H. FARRER.

REPORT by the BOARD of TRADE upon all the RAILWAY, CANAL, TRAMWAY, GAS, and WATER BILLS of Session 1876.

(*Mr. Edward Stanhope.*)

Ordered, by The House of Commons, *to be Printed,*
8 *February* 1876.

[*Price* 6 *d.*]

Under 6 *oz.*

SEVERN JUNCTION RAILWAYS (1865).

REPORT OF THE BOARD OF TRADE.

In pursuance of the 37th section of "The Abandonment of Railways Act, 1850," the Board of Trade (in whom the powers given by that Act to the Commissioners of Railways are now vested) lay before Parliament the following Copy of the Warrant granted by them, under "The Railway Companies Act, 1867," for the Abandonment of the "Severn Junction Railways," together with the subjoined Report, explanatory of the reasons for their decision in this case.

WARRANT.

Whereas, by the "Severn Junction Railway Act, 1865" (5 July 1865), the "Severn Junction Railway Company" were incorporated for the purpose of making and maintaining the Railways therein described, as:—

1st. A Railway (No. 1) commencing in the parish of Stonehouse, in the county of Gloucester, by a junction with the Midland Railway near to the Stonehouse Station on that Railway, and terminating in the parish of Newnham, in the same county, by a junctson with the Forest of Dean Railway of the Great Western Railway Company:

Secondly. A Railway (No. 2) commencing in the parish of Eastington, in the said county of Gloucester, by a junction with Railway (No. 1), and terminating in the parish of Stonehouse, in the same county, by a junction with the Great Western Railway, near the Stonehouse Station on the last-mentioned Railway:

Thirdly. A Railway (No. 3) commencing in the parish of Newnham, in the said county, by a junction with Railway (No. 1), and terminating in the township or place of West Dean, in the Forest of Dean, in the same county, by a junction with the Forest of Dean Central Railway;

Fourthly. A Railway (No. 4) commencing in the township or place of East Dean, in the Forest of Dean, in the said county, by a junction with Railway (No. 3), and terminating in the township or place of West Dean aforesaid, by a junction with Railway (No. 2), authorised by the "Worcester, Dean Forest, and Monmouth Railway Act, 1863:"

Fifthly. A Railway (No. 5) wholly in the township or place of West Dean, in the Forest of Dean aforesaid, commencing by a junction with Railway (No. 4), and terminating by a junction with Railway (No. 2), authorised by the said "Worcester, Dean Forest, and Monmouth Act, 1863:"

And whereas it has been shown to the satisfaction of the Board of Trade that less than three-fifths of the share capital of the said Company has been subscribed: And whereas, in pursuance of "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867," Henry Kimber, the administrator of the estate of the la.e Joseph Cary, one of sureties to the bond conditioned for the completion of the said Railways, or for payment of money in default thereof, did, on the 6th day of April last, make application in writing to the

Board of Trade, setting forth that the said Henry Kimber was desirous that the said Railways should be abandoned, and also setting forth the grounds upon which such application was made: And whereas it appeared to the Board of Trade that there were sufficient grounds for entertaining such application; and the Board of Trade required and directed the said Henry Kimber to give notice, by advertisement, in a form approved of by the Board of Trade, of such application having been made: And whereas it has been proved to the satisfaction of the Board of Trade that such notice was duly given in the manner required by law, and that it was therein set forth that any person thinking himself aggrieved by the proposed Abandonment of the said Railways, and desiring to object thereto, might bring such objection before the Board of Trade by sending a written statement thereof by post, on or before a day named in the said notice, addressed to the Assistant Secretary, Railway Department, Board of Trade, Whitehall, London: And whereas the time so appointed for bringing objections before the Board of Trade has expired, and no objection has been maintained, which, in the opinion of the Board of Trade, would justify them in withholding their consent to the proposed Abandonment: Now, therefore, the Board of Trade, pursuant to and in exercise of the power and discretion in them vested by "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867," do, by this Warrant, signed by an Assistant Secretary of the Board of Trade, whose name is hereunder subscribed, order and declare that the hereinbefore mentioned Railways by "The Severn Junction Railway Act, 1865," so authorised to be made as aforesaid (being the whole Railway and Undertaking of the Severn Junction Railway Company) shall be abandoned by the said Company.

And the Board of Trade do hereby further declare and order that this Warrant is granted and shall take effect upon the condition that the money secured by the bond conditioned for the completion of the said Railway, or for payment of money in default thereof, shall be applied as part of the assets of the said Company.

Signed by order of the Board of Trade, this 2nd day of December 1875.

H. G. Calcraft,
An Assistant Secretary of the Board of Trade.

REPORT.

The Undertaking of the Severn Junction Railway Company, as authorised by their Act of Incorporation, 28 & 29 Vict. c. 366 (5th July 1865), consists of five Railways, about 15½ miles in length, in the county of Gloucester, viz.:

1. A Railway about 8¼ miles in length, commencing by a junction with the Midland Railway, near to the Stonehouse station on that Railway, and terminating in the parish of Newham by a junction with the Forest of Dean Railway of the Great Western Railway Company.

2. A Railway about one mile in length, commencing at Eastington by a junction with Railway No. 1, and terminating at Stonehouse by a junction with the Great Western Railway.

3. A Railway about 2¾ miles in length, commencing at Newham by a junction with Railway No. 1, and terminating at West Dean, in the Forest of Dean, by a junction with the Forest of Dean Central Railway.

4. A Railway about 3¼ miles in length, commencing at East Dean, in the Forest of Dean, by a junction with Railway No. 3, and terminating at West Dean by a junction with Railway No. 2, authorised by the Worcester, Dean Forest, and Monmouth Railway Act, 1863.

5. A Railway about ¼ mile in length, commencing at West Dean, by a junction with Railway No. 4, and terminating by a junction with the Railway No. 2, last mentioned.

In this case the application for authority to abandon the Railway was made under the 32nd section of "The Railway Companies Act, 1867, by Henry Kimber,

Kimber, the administrator of the estate of Joseph Cary, deceased, one of the sureties to the bond conditioned for the completion of the Railways in question, the object being the release of Mr. Cary's estate in respect of obligations entered into by him as a co-surety to bonds for the completion of these Railways, and other Railways.

The application was duly advertised, and one objection to the proposed Abandonment was laid before the Board of Trade by persons who alleged that the Company had not performed their engagement to pay certain claims as agreed upon.

In pursuance of the 14th section of "The Abandonment of Railways Act, 1850," the Board of Trade appointed Colonel Hutchinson, one of their officers, to inquire and report on the matter.

Colonel Hutchinson, was, however, unable to obtain access to any officers of the Company, if there be any now, or to procure any definite information as to its state and condition. He was informed that the secretary and the solicitor of the Company were both dead. The Company's powers had long since expired.

Having, therefore, taken into consideration all the circumstances above stated, the Board of Trade deemed it just and expedient to authorise the Abandonment of the Severn Junction Railways (being the whole Railway and Undertaking of the Company), in the terms of the Warrant, dated the 2nd day of December 1875, a copy whereof accompanies this Report.

T. H. Farrer,
Secretary of the Board of Trade.

Whitehall Gardens,
7 February 1876.

SEVERN JUNCTION RAILWAYS (1865).

WARRANT of the BOARD of TRADE authorising the ABANDONMENT of the SEVERN JUNCTION RAILWAYS (1865) in pursuance of "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867;" and REPORT thereon.

(*Presented pursuant to Act of Parliament.*)

Ordered, by The House of Commons, *to be Printed*, 11 *February* 1876.

27—(1).

Under 1 *oz.*

BODMIN RAILWAY.

REPORT OF THE BOARD OF TRADE.

In pursuance of the 37th section of "The Abandonment of Railways Act, 1850," the Board of Trade (in whom the powers given by that Act to the Commissioners of Railways are now vested) lay before Parliament the following Copy of the Warrant granted by them, under "The Railway Companies Act, 1867," for the abandonment of the Bodmin Railway, together with the subjoined Report, explanatory of the reasons for their decision in this case.

WARRANT.

Whereas, by "The Bodmin Railway Act, 1864" (14th July 1864), the Bodmin Railway Company were incorporated for the purpose of making and maintaining the Railway therein described as,—

> A Railway, commencing in the parish of St. Winnow, in the county of Cornwall, by a junction with the Cornwall Railway at or near to the Bodmin Road Station of that Railway, and terminating in the borough and parish of Bodmin, in the county of Cornwall, in a field belonging to John Marshall, in the occupation of William Oliver, adjoining the turnpike road leading from Bodmin to Lostwithiel:

And whereas, by the Bodmin Railway Act, 1865 (2nd June 1865), the said Company were authorised to make and maintain the Railways therein described as,—

> No. 1. A Railway commencing by a junction with the authorised line of the Bodmin Railway at a point six furlongs three chains on the deposited plans of that Railway, and terminating near the Bodmin Station of the Bodmin and Wadebridge Railway:
>
> No. 2. A Railway commencing at the termination of Railway (No. 1), and terminating by a junction with the Bodmin and Wadebridge Railway at the Bodmin Station of that Railway:

And whereas by the Bodmin Railway Act, 1867 (15th July 1867), the said Company were authorised to make and maintain, in substitution of part of the original Railway authorised by the aforesaid Bodmin Railway Act, 1864, a Railway referred to as,—

> A Deviation Railway, 1 mile 3 furlongs 5 chains and 62 links in length, commencing in the parish of Lanhydrock, in the county of Cornwall, by a junction with the original Railway at the point denoting 1 mile 3 furlongs on the plans referred to in the Act of 1864, and terminating in the parish of Cardinham, in the county of Cornwall, by a junction with the original Railway at the point denoting 2 miles 5 furlongs on the said plans:

And whereas it has been shown to the satisfaction of the Board of Trade that less than three-fifths of the Share Capital of the said Company has been subscribed:

And whereas, in pursuance of "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867," the Bodmin Railway Company did, on the 23rd day of October 1875, make application in writing to the Board of Trade, setting forth that the said Bodmin Railway Company were desirous that the said Railways should be abandoned, and also setting forth the grounds upon which such application was made: And whereas it appeared to the Board of Trade that there were sufficient grounds for entertaining such application, and the Board of Trade required and directed the said Company to give notice, by advertisement, in a form approved of by the Board of Trade, of such application having been made: And whereas it has been proved to the satisfaction of the Board of Trade that such notice was duly given in the manner required by law, and that it was therein set forth that any person thinking himself aggrieved by the proposed abandonment of the said Railways, and desiring to object thereto, might bring such objection before the Board of Trade by sending a written statement thereof by post, on or before a day named in the said Notice, addressed to the Assistant Secretary, Railway Department, Board of Trade, Whitehall, London: And whereas the time so appointed for bringing objections before the Board of Trade has expired, and no objection to the proposed abandonment of the said Railways has been brought before the Board of Trade: Now, therefore, the Board of Trade, pursuant to and in exercise of the power and discretion in them vested by "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867," do, by this Warrant, signed by an Assistant Secretary of the Board of Trade, whose name is hereunder subscribed, order and declare that the hereinbefore-mentioned Railways by "The Bodmin Railway Act, 1864," "The Bodmin Railway Act, 1865," and "The Bodmin Railway Act, 1867," so authorised to be made as aforesaid (being the whole Railway and Undertaking of the Bodmin Railway Company), shall be abandoned by the said Company.

And the Board of Trade do hereby further declare and Order that this Warrant is granted and shall take effect upon the condition that the money secured by the Bond conditioned for the completion of the said Railway, or for payment of money in default thereof, shall be applied as part of the assets of the said Company.

Signed by Order of the Board of Trade, this 30th day of March 1876.

Henry G. Calcraft,
Assistant Secretary,
Board of Trade.

REPORT.

The undertaking of the Bodmin Railway Company, as authorised by their Act of Incorporation 27 & 28 Vict. c. 170 (14 July 1864), consists of a Railway about 3 miles 7 chains in length, commencing by a junction with the Cornwall Railway at or near to the Bodmin Road Station, and terminating in the borough and parish of Bodmin, in a field adjourning the turnpike road leading from Bodmin to Lostwithiel. By their Act of 1865 (28 Vict. c. 53), the Company were authorised to abandon a portion of the Railway authorised by their Act of 1864, and to construct two Railways about 2 miles 25 chains in length, No. 1 commencing by a junction with their authorised line and terminating near the Bodmin Station of the Bodmin and Wadebridge Railway, and No. 2 commencing at the termination of Railway No. 1 and terminating by a junction with the Bodmin and Wadebridge Railway at the Bodmin Station.

By their Act of 1867, the Company were authorised to construct, in substitution of a portion of the original Railway authorised by their Act of 1864, a deviation Railway about 1 mile 35 chains in length.

For

For the purposes of their undertakings, the Company were empowered to raise Sixty-one thousand pounds by shares, and to borrow on morgage any sums not exceeding on the whole twenty thousand three hundred pounds. £. 61,000. £. 20,300.

In this case less than three-fifths of the share capital of the Company having been subscribed, the application for authority to abandon the Railway was made under the 32nd Section of the Railway Companies Act 1867 by the Company.

The grounds upon which the abandonment was sought were;—

That the Company had only created Five thousand Four hundred and Eighty pound share capital, and that of this sum, only Two thousand Three hundred and Seventy-two pounds Ten shillings had been received, and that no further sum had been raised by loan or otherwise. £. 5,480. £. 2,372. 10*s.*

That no works had been commenced, and that there was no prospect of raising further capital.

The application was duly advertised, and no objection to the proposed abandonment was laid before the Board of Trade.

At the expiration of the time mentioned in the advertisement for forwarding objections, the Board of Trade, in pursuance of the 14th section of "The Abandonment of Railways Act, 1850," appointed Colonel Yolland, one of their Inspectors of Railways, to inquire into the expediency of the proposed abandonment, and to report to them in the matter.

From Colonel Yolland's report, it appears that the expenditure of the Company has amounted to Four thousand and Seventy pounds Fourteen shillings and Sixpence, against receipts Two thousand Three hundred and Seventy-two pounds Ten shillings, leaving a balance against the Company of One thousand Six hundred and Ninety-eight pounds Four shillings and Sixpence. £. 4,070. 14*s.* 6*d.* £ 2,372. 10*s.* £. 1,698. 4*s.* 6*d.* £. 150.

That a portion of this expenditure, One hundred and Fifty pounds, is for land, but this land is to be handed over to another person; that no notices respecting the acquisition of any other lands have been given, and that no works have been commenced towards the construction of the authorised lines. £. 1,591. 18*s.* 3*d.*

That the liabilities of the Company appear now to amount to One thousand Five hundred and Ninety-one pounds Eighteen shillings and Three pence, and that there does not appear to be any prospect of the Company being enabled to construct these lines of Railway.

Having, therefore, taken into consideration the circumstances above stated, the Board of Trade deemed it just and expedient to authorise the abandonment of the Bodmin Railways (being the whole Railway and Undertaking of the Bodmin Railway Company) in terms of the Warrant, dated the 30th day of March 1876, a copy whereof accompanies this Report.

Signed by Order of the Board of Trade,

T. H. Farrer,
Secretary to the Board of Trade.

Whitehall Gardens,
31 March 1876.

RAILWAYS ABANDONMENT.

BODMIN RAILWAY.

WARRANT of the Board of Trade authorising the Abandonment of the Bodmin Railway, in pursuance of "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867;" and Report thereon.

(Presented pursuant to Act of Parliament.)

Ordered, by The House of Commons, *to be Printed,*
6 *April* 1876.

27—(2). *Under* 1 *oz.*

HADLOW RAILWAY (1863).

REPORT OF THE BOARD OF TRADE.

In pursuance of the 37th Section of "The Abandonment of Railways Act, 1850," the Board of Trade (in whom the powers given by that Act to the Commissioners of Railways are now vested) lay before Parliament the following Copy of the Warrant granted by them, under "The Railway Companies Act, 1867," for the Abandonment of the Hadlow Railway, together with the subjoined Report, explanatory of the reasons for their decision in this case.

WARRANT.

Whereas, by "The Hadlow Railway Act, 1863" (28th July 1863), the Hadlow Railway Company were incorporated for the purpose of making and maintaining the Railway therein described as

> A Railway commencing in a cherry orchard in the occupation of Messieurs Kenward and Barnett, at a point about forty yards from the west front of the Hadlow National Schools, in the parish of Hadlow, in the county of Kent, and terminating by a junction with the Sevenoaks, Maidstone, and Tunbridge Railway, in the parish of Ightham, in the said county of Kent, at a point on the east side of the turnpike road leading from the village of Ightham to Ightham Court, where the said Sevenoaks, Maidstone, and Tunbridge Railway crosses the said turnpike road.

And whereas it has been shown to the satisfaction of the Board of Trade that less than three-fifths of the authorised share capital of the said Company has been subscribed:

And whereas, in pursuance of "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867," Henry Kimber, the administrator of the estate of the late Joseph Cary, one of the sureties to the bond conditioned for the completion of the said Railway, or for payment of money in default thereof, did, on the 7th day of April 1875, make application in writing to the Board of Trade, setting forth that the said Henry Kimber was desirous that the said Railway should be abandoned, and also setting forth the grounds upon which such application was made: And whereas it appeared to the Board of Trade that there were sufficient grounds for entertaining such application, and the Board of Trade required and directed the said Henry Kimber to give notice, by advertisement, in a form approved of by the Board of Trade, of such application having been made: And whereas it has been proved to the satisfaction of the Board of Trade that such Notice was duly given in the manner required by law, and that it was therein set forth that any person thinking himself aggrieved by the proposed abandonment of the said Railway, and desiring to object thereto, might bring such objection before the Board of Trade

 by

by sending a written statement thereof by post, on or before a day named in the said Notice, addressed to the Assistant Secretary, Railway Department, Board of Trade, Whitehall, London: And whereas the time so appointed for bringing objections before the Board of Trade has expired, and no objection to the proposed abandonment of the said Railway has been brought before the Board of Trade: Now, therefore, the Board of Trade, pursuant to and in exercise of the power and discretion in them vested by "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867," do, by this Warrant, signed by an Assistant Secretary of the Board of Trade, whose name is hereunder subscribed, order and declare that the hereinbefore mentioned Railway, by the Hadlow Railway Act, 1863, so authorised to be made as aforesaid (being the whole Railway and Undertaking of the Hadlow Railway Company), shall be abandoned by the said Company.

And the Board of Trade do hereby further declare and order that this Warrant is granted and shall take effect upon the condition that the money secured by the bond conditioned for the completion of the said Railway, or for payment of money in default thereof, shall be applied as part of the assets of the said Company.

Signed by order of the Board of Trade, this 28th day of April 1876.

(signed) *Henry G. Calcraft*,
Assistant Secretary, Board of Trade.

REPORT.

The Undertaking of the Hadlow Railway Company, as authorised by their Act of Incorporation, 26 & 27 Vict. c. 216 (28 July 1863), consists of

A Railway, about five and a half miles in length, from Hadlow to the Sevenoaks, Maidstone, and Tunbridge Railway, in the parish of Ightham, in the county of Kent.

For the purposes of their Undertaking the Company, by section 4 of their Act, were empowered to raise 51,000 *l.*, which section 5 (erroneously) directs to be divided into 3,000 shares of 20 *l.* each, and were empowered to borrow on mortgage any sums not exceeding in the whole 17,000 *l.*

The application for authority to abandon the Railway was made under the 32nd section of "The Railway Companies Act, 1867," by Henry Kimber, as administrator of the estate of Joseph Cary, deceased, one of the sureties to the bond conditioned for the completion of the Railway, the object being to release Mr. Cary's estate from the obligations entered into by him as a co-surety to the bond in question.

This application was duly advertised, and no objection to the proposed abandonment was laid before the Board of Trade.

In pursuance of the 14th section of the Abandonment of Railways Act, 1850, the Board of Trade appointed Colonel Hutchinson, R.E., one of their Railway Inspectors, to inquire into and report upon the matter.

From Colonel Hutchinson's Report it appears that there were no books or documents connected with the Company's affairs forthcoming; the present address of the secretary not being known, and the solicitor who found the money for the parliamentary and preliminary expenses, being stated to be an outlaw. Colonel Hutchinson was, however, informed by one of the original Directors

Directors that though there was a list of shareholders, no money had ever been paid by any of them, that certain contractors arranged to make the line on the condition that certain millowners should provide a portion of the capital; but that the arrangement fell through in consequence of a disagreement between the contractors and the millowners.

An application appears to have been afterwards made to Parliament for extension of time, which was refused.

Having taken into consideration the circumstances above stated, the Board of Trade have deemed it just and expedient to authorise the abandonment of the Hadlow Railway (being the whole Railway and Undertaking of the Company), in the terms of the Warrant, dated the 28th day of April 1876, a copy whereof accompanies this Report.

T. H. Farrer,
Secretary of the Board of Trade.

Board of Trade,
29 April 1876.

HADLOW RAILWAY (1863).

WARRANT of the Board of Trade authorising the Abandonment of the Hadlow Railway (1863), in pursuance of "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867;" and Report thereon.

(*Presented pursuant to Act of Parliament.*)

Ordered, by The House of Commons, *to be Printed,*
1 *May* 1876.

27—(3). *Under* 1 *oz.*

SCARBOROUGH AND WHITBY RAILWAY (1865).

REPORT OF THE BOARD OF TRADE.

In pursuance of the 37th section of "The Abandonment of Railways Act, 1850," the Board of Trade (in whom the powers given by that Act to the Commissioners of Railways are now vested) lay before Parliament the following Copy of the Warrant granted by them, under "The Railway Companies Act, 1867," for the Abandonment of the Scarborough and Whitby Railway, 1865, together with the subjoined Report, explanatory of the reasons for their decision in this case.

WARRANT.

Whereas, by "The Scarborough and Whitby Railway Act, 1865" (5th July 1865), the Scarborough and Whitby Railway Company were incorporated for the purpose of making and maintaining the Railways therein described as,—

No. 1. A Railway commencing near Seamer-lane, in the parish of Scarborough, and terminating in the parish of Whitby, in a field called the Poor House Field.

No. 2. A Railway commencing at the commencement of Railway No. 1, and terminating in the parish of Scarborough by a junction with the North Eastern Railway at the west end of the bridge, carrying that Railway over the public highway numbered 28 on the deposited plans.

No. 3. A Railway commencing in the parish of Whitby, in a certain field in the occupation of Joseph Wilkinson and John Wilkinson, near "New Gardens," and terminating by junction with the North Eastern Railway near the boundary between the parishes of Sneaton and Whitby.

And whereas it has been shown to the satisfaction of the Board of Trade that less than three-fifths of the authorised share capital of the said Company has been subscribed: And whereas, in pursuance of "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867," William Henry Hammond, one of the persons named in the special Act incorporating the Company, as a director thereof, did, on the 25th day of March last, make application in writing to the Board of Trade, setting forth that the said William Henry Hammond was desirous that the said Railways should be abandoned, and also setting forth the grounds upon which such application was made: And whereas it appeared to the Board of Trade that there were sufficient grounds for entertaining such application, and the Board of Trade required and directed the said William Henry Hammond to give notice, by advertisement, in a form approved of by the Board of Trade, of such application having been made: And whereas it has been proved to the satisfaction of the Board of Trade that such notice was duly given in the manner required by law, and that it was therein set forth that any person thinking himself aggrieved by the proposed

 abandonment

abandonment of the said Railways, and desiring to object thereto, might bring such objection before the Board of Trade by sending a written statement thereof by post, on or before a day named in the said notice, addressed to the Assistant Secretary, Railway Department, Board of Trade, Whitehall, London: And whereas the time so appointed for bringing objections before the Board of Trade has expired, and no objection to the proposed abandonment of the said Railways has been brought before the Board of Trade: Now, therefore, the Board of Trade, pursuant to and in exercise of the power and discretion in them vested by "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867," do, by this warrant, signed by an Assistant Secretary of the Board of Trade, whose name is hereunder subscribed, order and declare that the hereinbefore mentioned Railways by "The Scarborough and Whitby Railway Act, 1865," so authorised to be made as aforesaid (being the whole Railway or undertaking of the Scarborough and Whitby Railway Company), shall be abandoned by the said Company.

And the Board of Trade do hereby further declare and order that this Warrant is granted and shall take effect upon the condition that the money secured by the bond conditioned for the completion of the said Railway, or for payment of money in default thereof, shall be applied as part of the assets of the said Company.

Signed by Order of the Board of Trade, this 21st day of July 1876.

Henry G. Calcraft,
Assistant Secretary, Board of Trade.

REPORT.

The Undertaking of the Scarborough and Whitby Railway Company, as authorised by their Act of Incorporation, 28 & 29 Vict. c. 272 (5th July 1865), consists of—

(1.) A Railway about 19¼ miles in length from Scarborough to Whitby.

(2.) A Railway about 18 chains in length, to effect a junction with the North Eastern Railway at Scarborough.

(3.) A Railway about 1¾ miles in length, to effect a junction with the North Eastern Railway near Whitby.

For the purposes of their Undertaking, the Company were empowered to raise 275,000 *l.*, in 27,500 shares of 10 *l.* each, and to borrow on mortgage any sums not exceeding in the whole 91,600 *l.*

In this case less than three-fifths of the authorised share capital of the Company having been subscribed, an application for authority to abandon the Railways was made by Mr. William Henry Hammond, one of the persons named in the special Act incorporating the Company as a member or director thereof, and a surety to the bond conditioned for the completion of the Railways.

The application was duly advertised, and no objections to the proposed abandonment were brought before the Board of Trade.

For the purpose of ascertaining the state and condition of the Company, and of inquiring into the expediency of the proposed abandonment and of determining the terms and conditions on which the same should be authorised by them, the Board of Trade in pursuance of the 14th section of "The Abandonment of Railways Act, 1850," appointed Captain Tyler, one of their inspecting officers, to inspect the books of accounts, minutes of proceedings, and other books and documents of the Company.

From Captain Tyler's report, it appears that no land was purchased, no works were commenced, no shares were issued, and that no liabilities beyond the cost of obtaining the special Act were incurred: that a special Act obtained the Royal Assent in 1871, under which another line from Scarborough to Whitby was authorised; that this line is being constructed, and is at present about two-thirds completed.

The

The object of the present application was to abandon the powers under the Act of 1865, and to obtain the release of the bond, to which Mr. Hammond was one of the sureties, and which had been given in substitution for the Parliamentary deposit.

Having, therefore, taken into consideration all the circumstances above referred to the Board of Trade deemed it just and expedient to authorise the abandonment of the Railways in question, in the terms of the Warrant, dated the 21st day of July 1876, a copy whereof accompanies this Report.

Signed by Order of the Board of Trade.

T. H. Farrer,
Secretary to the Board of Trade.

Whitehall Gardens,
21 July 1876.

SCARBOROUGH AND WHITBY RAILWAY (1865).

WARRANT of the BOARD of TRADE authorising the ABANDONMENT of the SCARBOROUGH and WHITBY RAILWAY (1865), in pursuance of "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867;" and REPORT thereon.

(Presented pursuant to Act of Parliament.)

Ordered, by The House of Commons, *to be Printed,*
24 *July* 1876.

27—(4). *Under* 1 *oz.*

COWBRIDGE RAILWAY.

REPORT OF THE BOARD OF TRADE.

In pursuance of the 37th section of "The Abandonment of Railways Act, 1850," the Board of Trade (in whom the powers given by that Act to the Commissioners of Railways are now vested) lay before Parliament the following Copy of the Warrant granted by them, under "The Railway Companies Act, 1867," for the Abandonment of a portion of Railway No. 1 and the whole of Railway No. 2 authorised by the Cowbridge Railway Act, 1862, together with the subjoined Report, explanatory of the reasons for their decision in this case.

WARRANT.

Whereas, by the "Cowbridge Railway Act, 1862," the "Cowbridge Railway Company" were incorporated and were authorised, *inter alia*, to make and maintain certain Railways therein described, as:—

> A Railway (No. 1) commencing in the parish of Cowbridge, and county of Glamorgan, at or near the East Turnpike Gate, and terminating in the parish of Llantrissant, in the same county, near the Llantrissant Station of the South Wales Railway:
>
> And a Railway (No. 2) commencing by a junction with Railway (No. 1), at the termination thereof, and terminating at or near Maesaraul Farmhouse, and there forming a junction with the authorised Railway of the Llantrissant and Taff Vale Junction Railway Company:

And whereas, in pursuance of "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867," the said Cowbridge Railway Company did, on the 1st day of March 1876, make application in writing to the Board of Trade, setting forth that the said Cowbridge Railway Company were desirous that a portion of the Railway (No. 1), hereinbefore described, lying between a point 45 chains, or thereabouts, to the south of the Llantrissant Station of the Great Western Railway, and the authorised termination of the said Railway (No. 1), near the said Llantrissant Station, and the whole of the Railway (No. 2), hereinbefore described, should be abandoned, and also setting forth the grounds upon which such application was made: And whereas it appeared to the Board of Trade that there were sufficient gounds for entertaining such application, and the Board of Trade required and directed the said Cowbridge Railway Company to give notice, by advertisement, in a form approved of by the Board of Trade, of such application having been made: And whereas it has been proved to the satisfaction of the Board of Trade that such notice was duly given in the manner required by law, and it was therein set forth that any person thinking himself aggrieved by the proposed Abandonment of the said Railways, and desiring to object thereto, might bring such objection before the Board of Trade by sending a written statement thereof by post, on or before a day named in the said notice, addressed to the Assistant Secretary, Railway Department, Board of Trade, Whitehall, London: And whereas the time so appointed for bringing objections before the Board of Trade has expired, and

no objection to the said proposed Abandonment of the said Railways has been brought before the Board of Trade: Now, therefore, the Board of Trade, pursuant to and in exercise of the power and discretion in them vested by "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867," do, by this Warrant, signed by an Assistant Secretary of the Board of Trade, whose name is hereunder subscribed, order and declare that the portion of Railway No. 1, hereinbefore described, lying between a point 45 chains, or thereabouts, to the south of the Llantrissant Station of the Great Western Railway and the authorised termination of the said Railway No. 1, near the said Llantrissant Station, and the whole of the Railway No. 2, hereinbefore described, shall be abandoned by the said Company.

Signed by order of the Board of Trade, this 8th day of August 1876.

Henry G. Calcraft,
Assistant Secretary, Board of Trade.

REPORT.

The Undertaking of the Cowbridge Railway Company, as authorised by their Act of Incorporation, 25 & 26 Vict. c. 179 (29th July 1862), consists of—

1. A Railway about 5 miles 46 chains in length, commencing in the parish of Cowbridge, and terminating near the Llantrissant Station of the South Wales Railway.

2. A Railway about 1 mile 32 chains in length, commencing at the termination of Railway No. 1, and terminating near Maesaraul farmhouse by a junction with the Llantrissant and Taff Vale Junction Railway.

3. A Railway about 57 chains in length, commencing at a junction with Railway No. 1, at Velin Vawr Mill, and terminating by a junction with the South Vale Railway at Llantrissant Station.

For the purposes of their undertaking the Company were empowered to raise 35,000 *l.* by 3,500 shares of 10 *l.* each, and to borrow on mortgage any sums not exceeding, in the whole, 11,600 *l.*

In this case the application was for authority to abandon a portion of Railway No. 1, about 46 chains in length, near the Llantrissant Station of the South Wales Railway, and the whole of Railway No. 2. It was made by the Company with the consent of the holders of three-fifths of the shares or stock of the Company.

It was stated in the application of the Company that the construction of the Railways in question had been abandoned, in pursuance of certain heads of agreement between the Great Western Railway Company and the Cowbridge Railway Company, "for the purpose of affording the Cowbridge Railway Company facilities for the conveyance and transmission on the narrow gauge of traffic passing between their Railway and the Llantrissant and Taff Vale Junction Railway."

The application was duly advertised, and no objection to the proposed abandonment was laid before the Board of Trade.

For the purpose of ascertaining the state and condition of the Company, and of inquiry into the expediency of the proposed abandonment, and of determining the terms and conditions on which the same should be authorised by them, the Board of Trade, in pursuance of "The Abandonment of Railways Act, 1850," appointed Captain Tyler one of their officers to inquire into and report to them upon the application.

From Captain Tyler's report it appears that Railway No. 1, authorised by the Cowbridge Railway Act, has been constructed from Cowbridge to a junction line with the South Wales Railway, and that there is this complete communication between Cowbridge and the Llantrissant station.

That no works have been constructed in connection with the Railways proposed to be abandoned and no liabilities have been incurred.

It further appeared that of the 35,000 *l.* authorised share capital of the Company, 18,258 *l.* had been created and raised; and that a further sum of 27,899 *l.* had been raised or incurred by means of Lloyd's Bonds and other loans or debts, making a gross sum of 46,157 *l.* expended on capital account for the purposes of the Act, the total authorised share and loan capital amounting to 46,600 *l.*

Having, therefore, taken into consideration all the circumstances above referred to, the Board of Trade deemed it just and expedient to authorise the Abandonment of the portion of Railway No. 1 at the termination thereof, about 46 chains in length, and the whole of Railway No. 2 with terms of the Warrant, dated 1876, a copy whereof accompanies this Report.

Whitehall Gardens,
8 August 1876.

T. H. Farrer,
Secretary of the Board of Trade.

RAILWAYS ABANDONMENT.

COWBRIDGE RAILWAY.

WARRANT of the Board of Trade authorising the Abandonment of the Cowbridge Railway, in pursuance of "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867;" and Report thereon.

(*Presented pursuant to Act of Parliament.*)

Ordered, by The House of Commons, *to be Printed,*
15 *August* 1876.

27—(5).

Under 1 *oz.*

69

GENERAL REPORT

BY

CAPTAIN TYLER

IN REGARD TO

THE SHARE AND LOAN CAPITAL, THE TRAFFIC IN PASSENGERS AND GOODS,

AND THE

WORKING EXPENDITURE AND NET PROFITS FROM RAILWAY WORKING

OF THE

RAILWAY COMPANIES

OF THE

UNITED KINGDOM,

AND ON THE

RAILWAYS OF THE BRITISH EMPIRE,

For the Year 1875.

Presented to both Houses of Parliament by Command of Her Majesty.



LONDON:
PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.
FOR HER MAJESTY'S STATIONERY OFFICE.

1876.

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1, Whitehall,
8th September 1876.

To the Secretary, Railway Department, Board of Trade.

Sir,

In compliance with your instructions, I have the honour, as in previous years, to lay before the Board of Trade a General Report in regard to the share and loan capital, the receipts from traffic in passengers and goods, the working expenditure, the realized profits, and other matters connected with the operations of the Railway Companies of the United Kingdom for the year 1875; and I have this year been enabled, through the assistance of the Colonial Office, to add much interesting matter bearing on the progress of railways in other parts of the British Empire.

The tables in the Appendix, from 1 to 10 inclusive, have been deduced from the returns furnished to the Board of Trade by the Railway Companies, and compiled for me in the Statistical and Commercial Department.

Railway Extension.

The total length of railway open for traffic on the 31st December 1875, was 16,658 miles, of which 8,898 miles were laid with two or more lines, and 7,760 miles with a single line of rails. They were distributed as follows:—In England, 11,789 miles, including 4,460 miles of single line: in Scotland, 2,721 miles, including 1,661 miles of single line: in Ireland, 2,148 miles, including 1,639 miles of single line. There was an increase of 209 miles between the 31st December 1874 and the 31st December 1875, namely, from 16,449 miles to 16,658 miles, or at the rate of 1·27 per cent. This increase was made up as follows:—From 11,622 miles to 11,789 miles, or 1·44 per cent., in England; from 2,700 miles to 2,721 miles, or ·78 per cent., in Scotland; and from 2,127 miles to 2,148 miles, or ·99 per cent., in Ireland. But much has still to be done. Whilst the length of new lines opened for traffic during the six years 1870 to 1875, inclusive, amounted to 1,513 miles; application has been made to Parliament in the last seven years in regard to 6,080 miles; and Parliament has sanctioned during the same period the construction of 2,500 miles, all of which will, no doubt, sooner or later, be completed. Additional lines are being laid down on the busiest portions of existing railways, which are also being otherwise improved; some of the lines which have been partly constructed and temporarily abandoned will be recommenced; and new or widened lines become, as traffic continually increases, more and more necessary for separating, on through-routes, the fast and the slow traffic from one another.

Capital.

The total capital raised by shares, stocks, and loans on the 31st December in each of the years from 1871 to 1875 inclusive was as follows:—

Years.	Total Capital. £
1871	552,661,551
1872	569,047,346
1873	588,320,308
1874	609,895,931
1875	630,223,494

showing an increase of 20,327,563*l.* raised during 1875. The average cost per mile of railway open, which was 34,099*l.* at the end of 1858, had increased to 34,106*l.* at the end of 1870, to 35,944*l.* at the end of 1871, to 35,984*l.* at the end of 1872, to 36,574*l.* at the end of 1873, to 37,078*l.* at the end of 1874, and to 37,833*l.* at the end of 1875. The more recent railways have, with the exception of the Metropolitan and some others, been constructed at a much lower rate of cost per mile than the above figures of rather more than 34,000*l.* for 1858 to nearly 38,000*l.* for 1875. But the rate of cost on the total mileage continually increases in consequence of the constant necessity for laying down additional lines and sidings, and improving the accommodation in goods and stations, and otherwise providing for working safely and economically the

ever increasing traffic on the older lines. And the same result must be expected from year to year as long as the traffic of the country continues to increase in the same ratio. But the capital has thus increased in very different proportions as regards the various descriptions of stocks and loans. The increase in ordinary shares for the year 1871 over the year 1870 was rather under a million, or only ·42 per cent.; for the year 1872 over the year 1871 nearly 9 millions, or 3·8 per cent.; for the year 1873 nearly 5½ millions, or 2·26 per cent.; for the year 1874 rather over 4 millions, or 1·67 per cent.; and for the year 1875 rather more than 6 millions, viz., from 248,528,241*l.* to 254,600,732*l.*, or 2·4 per cent. The increase in guaranteed and preference stocks or shares was from 173,051,875*l.* at the end of 1871 to 177,764,674*l.*, or 2·7 per cent., at the end of 1872; to 188,127,069*l.*, or 5·8 per cent., at the end of 1873; to 200,930,629*l.*, or 6·8 per cent., at the end of 1874; and to 212,193,324*l.*, or 5·6 per cent., at the end of 1875. The increase also in loans and debenture-stocks was from 149,378,080*l.* in 1871, to 152,205,728*l.*, or 1·9 per cent., in 1872; to 155,743,434*l.*, or 2·32 per cent., in 1873; to 160,437,061*l.*, or 3·01 per cent., in 1874; and to 163,429,438*l.*, or 1·87 per cent., in 1875. But the debenture-stocks increased at the rate of 28 per cent. in 1872, 16 per cent. in 1873, and 11 per cent. in each of the years 1874 and 1875; viz., from 67,282,535*l.* in 1871, to 85,981,511*l.* in 1872, to 99,855,120*l.* in 1873, to 111,170,991*l.* in 1874, and to 123,008,684*l.* in 1875; whilst the terminable loans decreased at the rate of 19 per cent. in 1872, 16 per cent. in 1873, 12 per cent. in 1874, and 18 per cent. in 1875, viz., from 82,095,545*l.* in 1871, to 66,224,217*l.* in 1872, to 55,888,314*l.* in 1873, to 49,266,070*l.* in 1874, and to 40,420,754*l.* in 1875. The process of converting terminable debentures into debenture-stocks, which was proved some years since to be so necessary, has thus been further continued.

The per-centage of loans to the total capital has decreased from 15 per cent. in 1871, to 12 per cent. in 1872, to 9 per cent. in 1873, to 8 per cent. in 1874, and to 6 per cent. in 1875; whilst the per-centage of debenture-stocks has increased from 12 per cent. in 1871, to 15 per cent. in 1872, to 17 per cent. in 1873, to 18 per cent. in 1874, and to 20 per cent. in 1875. The proportion of ordinary capital remained at 42 per cent. of the total capital for each of the three years 1871, 1872, and 1873, but decreased to 41 per cent. in 1874, and to 40 per cent. in 1875; the proportion of debenture-stock and loan capital, taken together, which was 27 per cent. of the total capital for the years 1871 and 1872, has decreased for the years 1873, 1874, and 1875 to 26 per cent.; and the proportion of guaranteed and preference stock, which was at 31 per cent. for the years 1871 and 1872, increased for the year 1873 to 32 per cent., for the year 1874 to 33 per cent., and for the year 1875 to 34 per cent. of the total capital.

During the year 1875 of the capital of those Companies whose lines were open for traffic no interest was paid upon 7,667,081*l.* of preference-stock, apparently from a want of sufficient profit in working; this was a falling off as compared with 1874, in which year the proprietors of 7,326,169*l.* of preference-stock received no dividends. The holders of 48,000*l.* of loans and of 769,464*l.* of debenture-stock were also without interest in 1875. This too was a falling off as compared with 1874 both as regards loans and debenture-stock. In that year the holders of 8,000*l.* of loans and 514,674*l.* of debenture-stock were without interest. No interest was paid upon 35,678,393*l.* of ordinary stock in 1875, which was an improvement as compared with 1874. In that year the proprietors of 41,121,014*l.* of ordinary stock received no interest. But the difference, as I have pointed out in previous reports, between the nominal value of many of these stocks and loans and the amounts actually received by the Companies for them is, in consequence of the mode in which the money has been raised, very considerable.

Rates of Interest.

The average rate of interest paid on *ordinary* capital in 1875 was 4·72 per cent., against 4·49 per cent. for 1874, 4·99 per cent. for 1873, 5·14 per cent. for 1872, and 5·07 per cent. for 1871; showing an increase for 1875 of ·23 per cent. over 1874, but a decrease of ·27 per cent. below 1873, of ·42 per cent. below 1872, and of ·35 per cent. below 1871; whilst on guaranteed, preferential, and loan capital the average interest paid was 4·42 per cent. for 1875, against 4·41 per cent. for 1874, 4·39 per cent. for each of the years 1873 and 1872, 4·42 per cent. for 1871, and 4·48 for 1870. The average interest on debenture loans decreased from 4·37 per cent. in 1870, to 4·25 per cent. in 1871, and to 4·19 per cent. in 1872, from which rate it has varied but little, being 4·21 per cent. in 1873, 4·20 per cent. in 1874, and 4·18 per cent. in 1875; and that on

debenture-stock decreased from 4·47 per cent. in 1870, to 4·37 per cent. in 1871, to 4·34 per cent. in 1872, to 4·33 per cent. in 1873, to 4·32 per cent. in 1874, and to 4·28 per cent. in 1875. The 4·54 per cent. of interest paid on 158,692,084*l.* of guaranteed and preference stock in 1870 decreased continuously, to 4·51 per cent. on 173,049,413*l.* in 1871, to 4·49 per cent. on 177,764,674*l.* for 1872, and to 4·48 per cent. on 188,127,069*l.* for 1873, but rose to 4·52 per cent. on 200,930,629*l.* in 1874, and to 4·54 per cent. on 212,193,324*l.* in 1875.

The average net earnings on the *total* capital increased from 3·75 per cent. for 1858, to 4·19 per cent. for 1870, to 4·43 per cent. for 1871, and to 4·51 per cent. for 1872, but decreased to 4·35 per cent. for 1873, and to 4·14 per cent. for 1874, and again increased to 4·25 per cent. for 1875; whilst the average interest on preferential and loan capital taken together decreased from 4·63 per cent. for 1858, to 4·48 per cent. for 1870, to 4·42 per cent. for 1871, and to 4·39 per cent. for both 1872 and 1873, but improved to 4·41 per cent. for 1874, and to 4·42 per cent. for 1875.

The above facts are interesting as showing at a glance the net results of railway working in the United Kingdom for the five years. It will be observed that the rate of interest on the total capital expended slightly exceeded the interest on the loans, debenture-stock, and preferential capital taken together, the former being 4·54 per cent. and the latter 4·42 per cent. for 1875; whilst the rate of interest on the ordinary share capital, which (including the portion on which no dividend was paid) averaged 4·72 per cent., exceeded the fixed interest on stocks and loans preferred to it, which (including also those which received no cash payment) averaged 4·42 per cent.

Proportions of Capital in relation to Rates (or absence) of Interest.

Of the ordinary share-capital, amounting to over 254½ millions, nearly 38½ millions, as above stated, or 5¼ millions less than in the previous year, received no dividend at all.

Of the remaining 216 millions, in round numbers,—

Nearly	9	millions	received	dividends	of	less	than	1	per cent.
About	3	„	„	„	from	1	to a fraction under	2	per cent.
Nearly	11	„	„	„	„	2	„	3	„
About	14	„	„	„	„	3	„	4	„
„	31	„	„	„	„	4	„	5	„
Nearly	28	„	„	„	„	5	„	6	„
„	43	„	„	„	„	6	per cent.		
„	9	„	„	„	„	6½	„		
About	39	„	„	„	„	6¾	„		
Nearly	4	„	„	„	„	from	7 to a fraction under	8	per cent.
„	20	„	„	„	„	8	„	9	„
About	1	million	„	„	„	9	„	10	„
Nearly	4	millions	„	„	„	10 to 13	per cent.		

There is, however, included in the above a large amount of capital of Companies whose lines are under lease, or of capital which receives fixed rates of interest. Although this amount was subscribed, and has been returned as ordinary capital of Companies whose lines are thus leased, it might perhaps more properly be considered as guaranteed capital of the leasing Companies. The rates of interest on this amount are not, however, generally high, excepting in one case in which nearly 2½ millions received 11¼ per cent. of interest.

Of the 38½ millions of ordinary share-capital on which no dividend was paid, 32½ millions belonged to English Companies, 3 millions to Scotch Companies, and 3 millions to Irish Companies. The total ordinary capital at the end of 1875, of the English Companies was nearly 214 millions, of the Scotch Companies about 24½ millions, and of the Irish Companies about 16 millions.

The average dividend on the 254½ millions of ordinary share-capital, computed from the rates returned as having been paid on 216 millions, and considered to be spread over the whole, amounted, as already stated, to 4·72 per cent.; whilst the average amount of dividend or interest, computed from the rates returned as having been paid on 583,164,549*l.* but spread over the whole of the share and loan capital, namely, 630,223,494*l.*, amounted to 4·54 per cent. This last per-centage may, as stated in former reports under similar circumstances, appear at first sight to clash with the per-centage of net receipts to total share and loan capital given in Table No. 2, column 7, and quoted under the last heading, as only 4·25 per cent. It is necessary, therefore, again to explain that the difference arises, partly in consequence of the subscriptions by certain Companies to the undertakings of other Companies being credited to the capital of the Company subscribing as

well as to the capital of the Company subscribed to; but mainly to the exclusion from the calculations on which column 7 of Table 2 is based, of the receipts and expenditures on account of navigations, harbours, canals, steamboats, &c. These latter are, of course, included in Table No. 3, as regards both the capital outlay and the proportionate rates of interest paid on the different descriptions of capital raised for railway and other purposes.

Of the capital returned as guaranteed, amounting to nearly 78 millions,—

Nearly	2¼	millions received dividends of 2½ or less per cent.						
About	1½	,,	,,	,,	from 3	to a fraction under 4		per cent.
Nearly	15½	,,	,,	,,	,, 4	,,	4½	,,
About	12	,,	,,	,,	,, 4½	,,	5	,,
,,	35¼	,,	,,	,,	of 5 per cent.			
,,	2	,,	,,	,,	from 5⅛	to a fraction under 6		,,
,,	5¾	,,	,,	,,	of 6 per cent.			
Nearly	1¾	,,	,,	,,	from 6¼	to a fraction under 7		,,
,,	2	,,	,,	,,	of 7 to 11½ per cent.			

Of the capital returned otherwise as bearing preferential interest, amounting to 134¼ millions, about 7¾ millions received no dividends at all,—

About	5¼	millions received dividends from 1 to a fraction under					2	per cent.
Nearly	2¾	,,	,,	,,	,, 2	,,	3	,,
,,	¾	of a million	,,	,,	,, 3	,,	4	,,
About	40¾	millions	,,	,,	,, 4	,,	5	,,
,,	69¼	,,	,,	,,	of 5 per cent.			
,,	5¾	,,	,,	,,	from 5⅛	to a fraction under 7		,,
Nearly	2	,,	,,	,,	,, 7 to 10 per cent.			

Of the loans, amounting to nearly 40½ millions,—

Nearly	1½	millions received interest at rates under 4 per cent.				
,,	24¾	,,	,,	,,	,,	4 per cent.
About	5¾	,,	,,	,,	,,	4¼ ,,
,,	4¼	,,	,,	,,	,,	4½ ,,
Nearly	3¾	,,	,,	,,	,,	5 ,,
,,	½	million	,,	,,	,,	rates varying from 5¼ to 8 per cent.

Of the debenture stocks, amounting to 123 millions, ¾ of a million received no interest,—

Nearly	1	million received less than 4 per cent.		
,,	68½	millions received 4	per cent.	
About	6¼	,,	,,	4¼ ,,
,,	24½	,,	,,	4½ ,,
Nearly	19¼	,,	,,	5 ,,
,,	2¾	,,	,,	6 ,,

Revenue.

Under this head are omitted on the one side the receipts from navigations, steamboats, tolls, rents, &c., and on the other side the expenses connected with steamboats, harbours, and canals, &c. It appears that the total receipts from railway-working amounted to 58,982,753*l.* on 16,658 miles for 1875, against 56,899,498*l.* on 16,449 miles for 1874, against 55,675,421*l.* on 16,082 miles for 1873, against 51,304,114*l.* on 15,814 miles for 1872, and against 47,107,558*l.* on 15,376 miles (as returned by the Companies, but which may more correctly be stated as 15,611 miles) for 1871; whilst the total expenses of railway-working were 32,198,196*l.* for 1875, against 31,647,517*l.* for 1874, against 30,060,112*l.* for 1873, against 25,652,753*l.* for 1872, and against 22,632,046*l.* for 1871. The proportion of working expenses to gross receipts was, therefore, 54·6 per cent. for 1875, against 55·6 per cent. for 1874, against 54·0 per cent. for 1873, against 50·0 per cent. for 1872, and against 48·4 per cent. for 1871; and the per-centage of net receipts to total capital was, as already stated, 4·43 for 1871, 4·51 for 1872, 4·35 for 1873, 4·14 for 1874, and 4·25 for 1875.

The proportion per cent. of expenditure to receipts for the years 1870, 1871, 1872, 1873, 1874, and 1875 in each division of the United Kingdom was as follows:—

	1870.	1871.	1872.	1873.	1874.	1875.
In England and Wales	48	47	49	53	55	55
„ Scotland	50	50	51	57	57	52
„ Ireland	52	53	53	56	57	55

Looking at the above it may be noticed that whilst the proportion of expenditure to receipts in England and Wales remained at 55 per cent. in 1874 and 1875; in Scotland, after having remained at 57 per cent. for the years 1873 and 1874, it decreased to 52 per cent. in 1875; and in Ireland, after having been 56 per cent. in 1873 and 57 per cent. in 1874, it decreased to 55 per cent. in 1875.

The total receipts from passenger-trains increased from 20,622,580*l.* for 1871, to 22,287,555*l.* for 1872, to 23,853,892*l.* for 1873, to 24,893,615*l.* for 1874, and to 25,714,681*l.* for 1875; whilst the total receipts from goods-trains increased from 26,484,978*l.* for 1871, to 29,016,559*l.* for 1872, to 31,821,529*l.* for 1873, to 32,005,883*l.* for 1874, and to 33,268,072*l.* for 1875.

The per-centage of receipts from passenger and goods traffic for the United Kingdom, which was in 1858 as 49 from passengers to 51 from goods, and which remained in 1872 the same as in 1870 and 1871, namely, as 44 from passengers to 56 from goods, became in 1873 as 43 from passengers to 57 from goods, and in 1874 and 1875 as 44 from passengers to 56 from goods. But it was very different in the three Kingdoms. In England the per-centage proportions of receipts from passengers and goods were nearly the same as in the three Kingdoms combined. In Scotland those proportions decreased from 41 in 1858 to 37 in 1875 for passengers, and increased from 59 in 1858 to 63 in 1875 for goods. In Ireland they decreased from 66 in 1858 to 54 in 1875 for passengers, and increased from 34 in 1858 to 46 in 1875 for goods.

Passenger Receipts.

There has been during the year an increase of 226,155*l.* from first-class, a decrease of 256,589*l.* from second-class, and an increase of 639,224*l.* from third-class passenger receipts. The receipts from first-class passengers were 3,948,812*l.* in 1870, 4,148,108*l.* in 1871, 4,319,185*l.* in 1872, 4,373,274*l.* in 1873, 4,499,351*l.* in 1874, and 4,725,506*l.* in 1875; and those for second-class passengers were 4,925,542*l.* in 1870, 5,167,535*l.* in 1871, 4,198,201*l.* in 1872, 3,984,718*l.* in 1873, 4,099,181*l.* in 1874, and 3,842,592*l.* in 1875; but those from third-class passengers increased from 7,473,727*l.* in 1870, to 8,115,304*l.* in 1871, to 10,318,761*l.* in 1872, to 11,750,588*l.* in 1873, to 12,346,605*l.* in 1874, and to 12,985,829*l.* in 1875. The numbers of first-class passenger-journeys increased from 31,839,091 in 1870, to 35,642,199 in 1871, to 37,678,538 in 1872, to 38,310,754 in 1873, to 39,274,759 in 1874, and to 43,708,886 in 1875; and whilst the second-class passenger-journeys were 74,153,113 in 1870, 81,021,940 in 1871, 72,459,562 in 1872, 70,327,428 in 1873, 72,262,963 in 1874, and 70,525,171 in 1875; the passenger-journeys of the third-class increased continuously from 224,012,194 in 1870, to 258,556,615 in 1871, to 312,736,722 in 1872, to 346,682,006 in 1873, to 366,302,689 in 1874, and to 392,741,177 in 1875.

The general inferences may be drawn from these figures, that the first-class fares and facilities are so far satisfactory as to lead to a progressive and continuous increase of first-class passengers; that the second-class fares, in proportion to the advantages afforded, are not sufficient even to keep up the number of second-class passengers; and that the third-class traffic is the most elastic and most worthy of attention, with a view to increase of facilities and accommodation, as the most profitable to the Companies. At the same time it must not be forgotten, that such general inferences are subject to important modifications on different systems, and that the conditions of passenger-traffic vary materially on different parts of the same system of railway.

The numbers of season and periodical tickets increased from 156,403 in 1870, to 188,392 in 1871, to 272,342 in 1872, to 314,579 in 1873, to 493,957 in 1874, and to 597,257 in 1875; these totals being inclusive of workmen's weekly tickets. The figures below show the numbers of workmen's weekly tickets issued by a few important Companies during the year 1875:—

Great Eastern	52,837
London, Chatham, and Dover	26,715
North Staffordshire	19,584
Caledonian	17,017
Manchester, Sheffield, and Lincolnshire	12,022

The receipts from season and periodical tickets have increased from 686,488*l.* in 1870, to 781,778*l.* in 1871, to 892,348*l.* in 1872, to 978,967*l.* in 1873, to 1,069,181*l.* in 1874, and to 1,151,248*l.* in 1875: and the following statement shows the receipts from each class of season and periodical ticket-holders in each division of the United Kingdom during the year 1875; so far as such information has been furnished by the Companies:—

	First Class.	Second Class.	Third Class (including Workmen's Weekly Tickets).	Total.
	£	£	£	£
England and Wales (for companies making complete returns)	555,819	336,312	62,605	954,736
Scotland " " " -	75,232	10,905	18,665	104,802
Ireland " " " -	21,181	19,894	265	41,340
Total United Kingdom for companies making complete returns - -	652,232	367,111	81,535	1,100,878
Add total receipts for periodical tickets of all classes for companies not making complete returns -				50,370
Total United Kingdom - - - - - - -				1,151,248

The receipts from luggage, parcels, carriages, horses, dogs, mails, and such miscellaneous sources of traffic by passenger trains, have increased from 2,262,669*l.* in 1870, to 2,406,002*l.* in 1871, to 2,553,595*l.* in 1872, to 2,764,020*l.* in 1873, to 2,876,393*l.* in 1874, and to 3,009,060*l.* in 1875.

Goods Receipts.

The receipts from goods traffic as distinguished from those from passenger-traffic, are taken to include receipts on account of the conveyance of minerals, general-merchandise, live-stock, and all traffic by goods-trains. But it must be remembered that on some railways the greater portion of the traffic, and on other railways smaller portions of the traffic are carried in mixed trains; and that whilst the receipts from goods and passenger traffic are kept separately, no attempt is made to separate the expenses of goods and passenger trains from one another. The total receipts from goods-trains have increased from 24,115,159*l.* in 1870, to 26,484,978*l.* in 1871, to 29,016,559*l.* in 1872, to 31,821,529*l.* in 1873, to 32,005,883*l.* in 1874, and to 33,268,072*l.* in 1875; and of these, the receipts from the conveyance of minerals were 9,392,513*l.* in 1870, 10,029,253*l.* in 1871, 11,226,157*l.* in 1872, 12,605,462*l.* in 1873, 12,450,256*l.* in 1874, and 13,405,283*l.* in 1875; whilst those from the conveyance of general-merchandise increased from 13,810,196*l.* in 1870, to 15,418,171*l.* in 1871, to 16,687,830*l.* in 1872, to 18,047,756*l.* in 1873, to 18,375,922*l.* in 1874, and to 18,630,480*l.* in 1875; and those from the conveyance of live-stock increased from 912,450*l.* in 1870, to 1,037,554*l.* in 1871, to 1,077,867*l.* in 1872, to 1,144,760*l.* in 1873, to 1,156,381*l.* in 1874, and to 1,204,548*l.* in 1875. In considering the relative importance of these branches of traffic it may be pointed out that the general-merchandise receipts were for 1871 about 15 times; and for the years 1872 to 1875 between 15 and 16 times the live-stock receipts: whilst the mineral receipts, after having decreased, as between 1873 and 1874, from 11·1 to 10·8 times, again reached 11·1 times the live-stock receipts in 1875. In other words, in the year 1875 the receipts from the conveyance of general merchandise formed 56·00 per cent., those from the conveyance of minerals 40·30 per cent., and those from the conveyance of live-stock 3·62 per cent. of the total goods receipts; leaving ·08 per cent., representing a sum of 27,761*l.*, accounted for under the head of unclassified receipts from goods traffic.

Receipts per open Mile.

The total receipts per mile of open railway, which increased from 2,786*l.* in 1870, to 3,064*l.* in 1871, to 3,244*l.* in 1872, and to 3,462*l.* in 1873, fell to 3,459*l.* in 1874, but again increased to 3,540*l.* in 1875. The increase in passenger-traffic was from 1,235*l.* in 1870, to 1,340*l.* in 1871, to 1,409*l.* in 1872, to 1,483*l.* in 1873, to 1,513*l.* in 1874, and to 1,543*l.* in 1875; whilst the goods-traffic, which increased from 1,551*l.* in 1870, to 1,724*l.* in 1871, to 1,835*l.* in 1872, and to 1,979*l.* in 1873, after having fallen to 1,946*l.* in 1874, again increased to 1,997*l.* in 1875.

The total receipts per open mile were, for 1875, 1,225*l.* in Ireland, 2,417*l.* in Scotland, and 4,222*l.* in England; against, for 1874, 1,186*l.* in Ireland, 2,309*l.* in Scotland, and 4,142*l.* in England; against, for 1873, 1,209*l.* in Ireland, 2,324*l.* in Scotland, and 4,139*l.* in England; against, for 1872, 1,140*l.* in Ireland, 2,142*l.* in Scotland, and 3,895*l.* in England; against, for 1871, 1,118*l.* in Ireland, 1,986*l.* in Scotland, and 3,672*l.* in England; and against, for 1870, 1,049*l.* in Ireland, 1,847*l.* in Scotland, and 3,322*l.* in England. The receipts per open mile from mail-traffic were for the United Kingdom 47*l.* for 1858, 37*l.* for 1870, 38*l.* for 1871, 39*l.* for 1872, and 40*l.* for each of the years 1873, 1874, and 1875.

Working Expenditure per open Mile.

The total expenditure per open mile for the United Kingdom was 1,357*l.* in 1870, 1,471*l.* in 1871, 1,622*l.* in 1872, 1,866*l.* in 1873, 1,924*l.* in 1874, and 1,933*l.* in 1875. In England it was 2,316*l.* in 1875, against 2,294*l.* in 1874; in Scotland, 1,266*l.* in 1875, against 1,312*l.* in 1874; and in Ireland, 677*l.* in 1875, against 676*l.* in 1874. The following is a detailed statement of the different branches of expenditure per open mile for the six years 1870, 1871, 1872, 1873, 1874, and 1875:—

	1870.	1871.	1872.	1873.	1874.	1875.
	£	£	£	£	£	£
Maintenance of way and works -	260	289	308	366	398	393
Locomotive department (engines, &c.)	361	386	452	567	549	519
Rolling stock (except engines, &c.) -	119	129	136	148	156	165
Traffic expenses - - - - -	391	433	479	524	550	573
General charges - - - - -	61	61	68	70	72	76
Rates and taxes - - - - -	59	62	64	67	72	74
Government duty (England and Scotland only) - - - -	36	34	32	31	36	45
Compensation for personal injuries -	21	20	19	23	22	23
„ for damage to goods -	8	9	12	14	15	17
Legal and parliamentary expenses -	15	17	19	24	19	18
Miscellaneous - - - - -	26	31	33	32	35	30
Total - - -	1,357	1,471	1,622	1,866	1,924	1,933

Train-Mileage Receipts and Expenses.

The total number of miles run by trains during the year 1875 was 209,528,186, against 200,484,263 during 1874, showing an increase of 9,043,923 miles, or, —say 4½ per cent., which was about 3 per cent. more than the increase of 1874 over 1873. Of the above 100,731,071 miles were by passenger trains, and 104,635,056 miles by goods and mineral trains. The receipts per train-mile were 61·63*d.* for 1870, 63·13*d.* for 1871, 64·56*d.* for 1872, 67·71*d.* for 1873, 68·11*d.* for 1874, and 67·56*d.* for 1875; whilst the working expenses per train-mile were 30·02*d.* for 1870, 30·33*d.* for 1871, 32·27*d.* for 1872, 36·57*d.* for 1873, 37·89*d.* for 1874, and 36·88*d.* for 1875. Analysing these train-mileage receipts and expenses as regards the three Kingdoms, it would appear that the train-mileage receipts were for 1870, 1871, 1872, 1873, 1874, and 1875 respectively,—in England, 63·64*d.*, 64·93*d.*, 66·21*d.*, 69·48*d.*, 69·55*d.*, and 68·44*d.*;—in Scotland, 51·69*d.*, 52·58*d.*, 54·81*d.*, 57·58*d.*, 60·03*d.*, and 62·08*d.*;—and in Ireland, 60·36*d.*, 61·73*d.*, 62·02*d.*, 64·31*d.*, 64·19*d.*, and 66·05*d.*; whilst the train-mileage expenses during the same periods were in England, 30·68*d.*, 30·81*d.*, 32·83*d.*, 37·18*d.*, 38·52*d.*, and 37·54*d*;—in Scotland, 25·86*d.*, 26·22*d.*, 28·33*d.*, 32·61*d.*, 34·10*d.*, and 32·52*d.*;—and in Ireland, 31·54*d.*, 32.66*d.*, 33·30*d.*, 35·85*d.*, 36·61*d.*, and 36·45*d.*

Train-Mileage Expenses in detail.

The details of the expenses per train-mile for the United Kingdom for the six years 1870, 1871, 1872, 1873, 1874, and 1875 were as follows :—

	1870.	1871.	1872.	1873.	1874.	1875.
	d.	*d.*	*d.*	*d.*	*d.*	*d.*
Way and works	5·89	5·98	6·13	7·15	7·85	7·49
Locomotive charges	7·92	7·96	8·99	11·09	10·80	9·90
Rolling stock (other than locomotive) charges	2·63	2·65	2·70	2·90	3·06	3·15
Traffic expenses	8·64	8·92	9·53	10·25	10·83	10·94
General charges	1·35	1·28	1·35	1·37	1·41	1·45
Rates and taxes	1·32	1·28	1·29	1·31	1·42	1·41
Government duty (England and Scotland only)	0·72	0·69	0·63	0·62	0·72	0·86
Compensation for personal injury	0·45	0·42	0·38	0·44	0·43	0·44
Compensation for damage to goods	0·17	0·19	0·23	0·28	0·30	0·32
Legal and parliamentary expenses	0·35	0·33	0·38	0·48	0·38	0·34
Miscellaneous	0·58	0·63	0·66	0·63	0·69	0·58
Total	30·02	30·33	32·27	36·57	37·89	36·88

The total cost per train-mile showed an increase in 1871 of ·31*d.*, in 1872 of 1·94*d.*, in 1873 of 4·30*d.*, and in 1874 of 1·32*d.*, but a decrease in 1875 of 1·01*d.* It will be seen also that whilst the total expenditure per open mile increased by 114*l.* in 1871, 151*l.* in 1872, 244*l.* in 1873, and 58*l.* in 1874, the increase in 1875 was only 9*l.*; and that whilst in the Permanent Way and Locomotive Departments there had been both per train-mile and per open mile a continuous increase until 1874, in the year 1875 there was a decrease in both these branches of expenditure. It will also be noticed that whilst the rolling-stock charges in 1875 increased from 156*l.* to 165*l.* per open mile, and from 3·06*d.* to 3·15*d.* per train-mile, the traffic expenses only increased from 550*l.* to 573*l.* per open mile, and from 10·83*d.* to 10·94*d.* per train-mile, being less than the average annual increase, and this, too, in spite of the outcry which has been raised in some quarters against the expense of working the block system and employing extra signalmen for the purpose.

The figures in Table No. 8 showing the details of the train-mileage expenditure on the lines of certain Companies will be found to vary considerably for the same branches of expenditure, and to a much greater extent than might, on a fair consideration of the different conditions and circumstances under which the various lines were worked, be reasonably expected. Thus the total expenditure per train-mile varied in 1875 from 31·85*d.* for the Caledonian Railway to 43·34*d.* for the Lancashire and Yorkshire Railway; the charges for maintenance of way and works varied from 4·97*d.* for the London, Brighton, and South Coast Railway to 11·64*d.* for the Great Southern and Western (of Ireland) Railway; the total charges for locomotive and rolling stock varied from 11·01*d.* for the Great Western Railway to 18·00*d.* for the North-Eastern Railway; and the traffic and general charges varied from 9·26*d.* for the Great Southern and Western of Ireland Railway to 18·07*d.* for the Lancashire and Yorkshire Railway. It is very difficult, on any supposition of annual charges against revenue for maintenance and renewals being continuously and regularly made, to account for some of the excessive variations in the charges so made in the same year on the above and other lines of railway.

Net Profit per Train-Mile.

The net profit per train-mile, increased from 31·61*d.* in 1870 to 32·8*d.* in 1871, decreased to 32·29*d.* in 1872, to 31·14*d.* in 1873, and to 30·22*d.* in 1874, but again increased to 30·68*d.* in 1875. The following statement shows the net profit per train-mile in each division of the United Kingdom for each of the years 1870, 1871, 1872, 1873, 1874, and 1875 :—

		1870.	1871.	1872.	1873.	1874.	1875.
		d.	*d.*	*d.*	*d.*	*d.*	*d.*
England and Wales	Net profit	32·96	34·12	33·38	32·30	31·03	30·90
Scotland	Net profit	25·83	26·36	26·48	24·97	25·93	29·56
Ireland	Net profit	28·82	29·07	28·72	28·46	27·58	29·60

Compensations for Personal Injury and Damage to Goods, &c.

The total amounts paid for personal injury were, in 1870, 322,500*l.*,—in 1871, 312,334*l.*,—in 1872, 299,389*l.*,—in 1873, 364,509*l.*,—in 1874, 355,876*l.*,—and in 1875, 381,038*l.*; and there was paid for damage to goods, &c. in 1870, 123,931*l.*,—in 1871, 141,288*l.*,—in 1872, 186,619*l.*,—in 1873, 231,707*l.*,—in 1874, 251,293*l.*,—and in 1875, 278,917*l.* But these amounts do not represent the total cost of accidents on railways. They do not include the cost of repairs to the rolling stock, or to the permanent way and works, or the deterrent influence, which is sometimes considerable, on passenger-traffic; but the damages to goods on account of which compensations are paid are not, on the other hand, all the result of accidents. The compensations paid on account of injury or damage together amounted, in 1875, for England to 591,891*l.*; for Scotland to 39,595*l.*; and for Ireland to 28,469*l.*; making a total for the year of 659,955*l.* And the totals under the same heads were, in 1858, 123,071*l.*; in 1870, 446,431*l.*; in 1871, 453,622*l.*; in 1872, 486,008*l.*; in 1873, 596,216*l.*; and in 1874, 607,169*l.*

Rolling Stock.

It will be seen from Table No. 10 that on the railways in the United Kingdom the number of locomotive engines increased from 9,379 in 1870, to 10,490 in 1871, to 10,933 in 1872, to 11,435 in 1873, to 11,935 in 1874, and to 12,439 in 1875; and that the number of vehicles, exclusive of locomotives, increased from 289,994 in 1870, to 311,427 in 1871, to 337,899 in 1872, to 362,785 in 1873, to 379,899 in 1874, and to 393,799 in 1875; giving an increase per open mile from ·60 for 1870, to ·68 for 1871 and 1872, to ·71 for 1873, to ·73 for 1874, and to ·75 for 1875, as regards locomotive engines; and an increase per open mile from 18·66 for 1870, to 20·25 for 1871, to 21·36 for 1872, to 22·56 for 1873, to 23·10 for 1874, and to 23·64 for 1875, as regards other vehicles. The number of vehicles other than locomotives showed per open mile a slight decrease from 1858 to 1870, but a comparatively large increase for the five years from 1870 to 1875. In 1875 the numbers of locomotive engines and vehicles were respectively considerably more than double the numbers of engines and vehicles in 1858. As regards the rolling stock in use on railways which is the property of private owners, or of Companies other than Railway Companies, no returns are received, or can be obtained; but the number of such vehicles is known to be very considerable, and it would be very desirable to have information in regard to them. The question, which is a very important one, of the Railway Companies becoming the owners of all the rolling stock employed on their lines does not appear to have made further progress.

Summary.

The leading features of the railway system of the United Kingdom at the end of 1875 are, then, as follows:—A total sum of 630,223,494*l.* had been expended on 16,658 miles of railway, of which 8,898 were laid with two or more lines of rails, and 7,760 were single lines, at a cost of about 37,800*l.* a mile. There were 12,439 locomotive engines, or about one to every mile and a quarter; and 393,799 vehicles, or about 23½ per mile, besides great numbers of waggons, of which there is no means of forming an estimate, belonging to traders and Companies other than Railway Companies. By the running of trains over 209,528,186 miles, 58,982,753*l.* were received during the year, of which 32,198,196*l.* were expended in working and maintenance, and 26,784,557*l.* remained as net profit; so that 55 per cent. of the gross receipts were expended in earning them. There were 506,975,234 passenger-journeys, besides the journeys of 597,257 season and periodical ticket-holders; and 200,069,651 tons of goods and minerals, besides a large number of live stock, were conveyed. The average rate of dividend on ordinary capital was 4·72 per cent., and on the total

capital 4·54 per cent., including 47,058,945*l.* of capital which received no interest or dividend. The average cost of working each train was 36·88 pence per mile, the average receipt from each train was 67·56 pence per mile, and the average net profit from each train was 30·68 pence per mile. The total cost of working was 1,933*l.* per open mile, 3,540*l.* per open mile were received, and the net profit was 1,607*l.* per open mile.

The more prominent facts connected with traffic-working in 1875, as compared with 1874, were as follows:—There was an increase of gross receipts amounting to 2,083,255*l.*, but also an increase of working expenses amounting to 550,679*l.* There was an increase of 226,155*l.* in first-class, and of 639,224*l.* in third-class, but a decrease of 256,589*l.* in second-class passenger-receipts. Whilst there was an increase of 4,434,127 in the numbers of first-class, and of 26,438,488 in the numbers of third-class passenger-journeys, there was a decrease of 1,737,792 in the numbers of second-class passenger-journeys. There was an increase in the receipts from goods, minerals, &c. of 1,262,189*l.*

As between 1874 and 1875, the principal differences in the cost of working and maintenance per train-mile were in way and works and locomotive charges. In the former of these there was a decrease of ·36*d.*, or rather over a third of a penny; and in the latter a decrease of ·9*d.* Comparing 1870 and 1875, there was an increase of 1·6*d.* in way and works, and of 1·98*d.* in locomotive charges, whilst there was also an increase of 2·3*d.* in traffic expenses.

The gross receipts of the railways increased from 23,956,749*l.* in 1858 to 58,982,753*l.* in 1875, having considerably more than doubled in 17 years. From 1858 to 1870 the increase was 19,460,321*l.*, or 81 per cent., for the period of 12 years; and from 1870 to 1875, 15,565,683*l.*, or 36 per cent., for the period of 5 years. As between 1858 and 1875, and taking one year with another, the average annual increase in the gross traffic receipts has been at the rate of 5·48 per cent.; but it may be observed that whilst the increase in the receipts was at the rate of 8·50 per cent. for 1871, 8·91 per cent. for 1872, 8·52 per cent. for 1873, 2·20 per cent. for 1874, and 3·66 per cent. for 1875, the increase in the total (railway) working expenditure for the same periods was 6·79 per cent., 13·35 per cent., 17·18 per cent., 5·28 per cent., and 1·74 per cent., respectively.

RAILWAYS IN BRITISH POSSESSIONS.

The progress of Railways in the British Empire generally is a subject of great and increasing interest. The Board of Trade communicated last year, at my request, with the Colonial Office, with a view to obtaining information from various parts of the Empire as to the construction and working of railways, and the prospects of their extension, to the end of 1875; and the results are embodied in the following statements. The descriptions of Railways in India and New South Wales, and in the Dominion of Canada are, as noted, from other sources. This being the first occasion on which such an account of the Railways of the Empire has been compiled, I have entered into more minute details than will be required in future reports, in which it will be sufficient to note the general facts and the additions during the year.

New South Wales.*

On the 31st December 1875 there were 437 miles of railway open for traffic in this Colony. There are three main lines; viz.—

The Great Southern Railway,	length	167	miles, including branches.
„ Western	„	146	„ „
„ Northern	„	124	„ „
Total		437	„

The length of line under construction at the same date was as follows:—

	Miles.
Great Southern	139
„ Western	49
„ Northern	63
Total	251

* This information has been compiled from the Reports of the Commissioner, and of the Engineer-in-Chief of the Railways in New South Wales.

All the railways in New South Wales are constructed with a gauge of 4 ft. 8½ in., and are the property of the Colonial Government.

The Great Southern Line.—This railway commences at Sydney, and passes through Parramatta, Liverpool, Campbeltown, Picton, and Goulburn, to Gunning. Contracts have been entered into for the extension of this line, and it is believed that an additional length of 63 miles, from Gunning, through Yass and Binalong to Murrumburrah, will be opened for traffic by the end of this year. A further length of 76 miles, to near Wagga Wagga, will probably be opened by the end of 1877, making a total distance of 304 miles from Sydney. Surveys have been made for the continuation of the line from this point in a southerly direction to Albury on the river Murray, the boundary between New South Wales and Victoria. This, when completed, will make the total length of the line 386 miles. From Sydney to Parramatta, a distance of 13 miles, there is a double line of way, but beyond this point there is a single line of way only, although there are works for a double line from Parramatta to Liverpool.

The most important works upon this line are the iron-girder bridge over the river Nepean, the viaducts over the Stonequarry Creek at Picton, and the Barber's, Wollondilly, Boxer's, and Mulwarree Creeks, and the tunnels through the Redbank Range and at Gibraltar Gap. The bridge over the Nepean at Menangle, about 40 miles from Sydney, has stone piers, and consists of three openings of 150 feet each; the approaches, 978 feet in length on the northern side, and 432 feet in length on the southern side, being of timber, and having spans of 26 feet. The viaduct at Picton over the Stonequarry Creek is 276 feet in length. It is of masonry, and consists of five openings of 40 feet each, the arches being on an incline of 1 in 40. The Barber's Creek viaduct is 340 feet in length, and consists of five spans of 60 feet each, the girders being of wrought iron, and resting on stone piers. The viaduct over the first crossing of the Wollondilly river, 122 miles from Sydney, is 616 feet in length, and consists of one span of 130 feet, and seven spans of 60 feet, the girders resting on brick piers. The viaduct over the second crossing of the same river is 614 feet in length, and has one span of 130 feet, and six spans of 60 feet. The Boxer's Creek viaduct, 133 miles from Sydney, is 206 feet in length, and consists of two spans of 60 feet each, the piers being of brick. The Mulwarree Creek viaduct, which is close to the town of Goulburn, is 858 feet in length, and has twelve spans of 60 feet each, with wrought-iron plate girders resting on brick piers. The Picton tunnel, through the Redbank Range, 54 miles from Sydney, is 198 yards in length, 15 feet wide in its widest part, and 17 feet in height, and is lined with brickwork. The Gibraltar tunnel, 79 miles from Sydney, is 572 yards in length, of the same width and height as the Picton tunnel, and lined with brickwork and masonry throughout.

The rails from Sydney to Goulburn, 134 miles, are of wrought-iron, double-headed, and fish-jointed throughout, and weigh 75 lbs. per yard. The chairs are 25 lbs. each, and are secured to the sleepers with wrought-iron spikes. From Goulburn to Wagga Wagga, a distance of 170 miles, the rails weigh 70 lbs. per yard, and are secured to the sleepers by screws and spikes alternately. Between Sydney and Goulburn, the smallest radius of a curve is 16 chains; between Goulburn and Wagga Wagga 19 chains; and between Wagga Wagga and Albury 30 chains. Between Sydney and Picton there are no steeper gradients than 1 in 66; between Picton and Mittagong there are two inclines of 1 in 30, and several of 1 in 33; between Mittagong and Wagga Wagga the steepest gradient is 1 in 40; and between Wagga Wagga and Albury 1 in 60. The branches of this line are as follows:—

Darling Harbour Branch, one mile in length, connecting the main line with the waters of Port Jackson.

Haslem's Creek Cemetery Branch, a quarter of a mile in length, leaving the main line at a distance of 10 miles from Sydney.

Collingwood Branch, half a mile in length, connecting the Liverpool station with the Liverpool Paper Mills and a large wool-washing establishment.

The Great Western Line.—This line commences at a junction with the Great Southern at Parramatta, and passes through Penrith, Bowenfels, and Wallerawang, to Bathurst, 132 miles from Parramatta Junction. It is probable that an extension of this line from Bathurst, through Blaney to Orange, a further distance of 47 miles, will be completed in January next. The first important work upon this line is the bridge over the Nepean, 35 miles from Sydney, which carries the main Western road and a single line of railway. It consists of three spans of 186 feet each, and one span of 127 feet. The larger openings have two main girders of the box form, each 594 feet in length, of an extreme depth of 13 feet, and placed 25½ feet apart. The roadway is carried on wrought-iron cross-girders

18 inches deep, placed three feet apart, and covered with 3-inch planking throughout, The span of 127 feet has also wrought-iron girders of the box form, 135 feet in length, and 10 feet in depth. There are also three spans of 26 feet, of timber framing, on each side of the bridge; and a timber viaduct between the Penrith station and the river Nepean, consisting of 64 spans of 26 feet each.

The Knapsack Gully Viaduct, 38 miles from Sydney, is 388 feet in length, and consists of five spans of 50 feet each, and two spans of 20 feet each. It is of masonry, and built upon an incline of 1 in 30. The Mount Clarence Tunnel, which pierces the Mount Clarence Range, 88 miles from Sydney, is 539 yards in length, and lined throughout with masonry. Between this point and Wallerawang, 105 miles from Sydney, there are seven viaducts, all built of masonry, with spans varying from 10 to 54 feet, and of an aggregate length of 2,225 feet. Beyond Wallerawang the line passes through Rydal and down the valley of Solitary Creek, over which stream 17 bridges have been erected in a distance of 9 miles, with spans varying from 30 to 66 feet. The bridge over the river Macquarie at Bathurst, 144 miles from Sydney, consists of three spans of 150 feet, each span being supported on two cast-iron cylinders 9 feet in diameter, sunk to a solid foundation of an average depth of 14 feet below the ordinary level of the water in the river. It has two continuous wrought-iron lattice-girders of 480 feet each in length, 12½ feet in depth, and placed 14 feet apart. Beyond this point there are no works of importance.

From Parramatta Junction to Bathurst the rails are of wrought-iron, double-headed and fish-jointed throughout, and weigh 75 lbs. per yard; the chairs being of cast-iron, 25 lbs. each, and secured to the sleepers with wrought-iron spikes. From Bathurst to Orange the rails are single-headed and fish-jointed, and weigh 70 lbs. per yard.

Between Parramatta Junction and Penrith, a distance of 21 miles, there are no curves of a less radius than 30 chains. Between Penrith and Bathurst, a distance of 111 miles, the smallest radius of a curve is 528 feet (8 chains), the total length of such curves being five miles; and there are also upon this portion of the line 20 miles of curves varying in radius from 8 to 12 chains. Between Bathurst and Orange the smallest radius of a curve is 12 chains. From Parramatta Junction to Penrith the steepest gradient is 1 in 66; from Penrith to Bathurst there are 35½ miles of inclines varying from 1 in 30 to 1 in 50; and from Bathurst to Orange the steepest gradient is 1 in 40.

There is a branch of this line from Blacktown, 22 miles from Sydney, to Richmond, its length being 16 miles, and the weight of the rails 55 lbs. per yard.

The principal objects of interest upon the Great Western line are the Zig-Zags at Emu Plains and Lithgow Valley. At Emu Plains the ascent of the Blue Mountain Range commences, the highest point attained being at the mouth of the Mount Clarence Tunnel, which is 3,658 feet above the level of the sea, and 88 miles distant from Sydney. From the Clarence Tunnel to the bottom of the Lithgow Valley there is a descent of 470 feet, through a deep and rugged ravine, where the surveyor's assistants had occasionally to be suspended by ropes in the performance of their duties. In the construction of the works on this portion of the line two gigantic masses of rock, the one estimated to contain 45,000 tons and the other 40,000 tons, had to be blasted.

The Great Northern Line.—This line commences at the port of Newcastle, at the mouth of the river Hunter, and passes through Maitland and Musclebrook to Murrurundi, a distance of 120 miles from Newcastle. A contract has been entered into for the continuation of this line for a further length of 62 miles, through Quirindi and Currabubula to Tamworth. From Newcastle to Wallsend Junction, a distance of 4½ miles, there is a double line of way; but beyond this point the railway is a single line, although there are works for a double line as far as East Maitland, which is 17 miles distant from Newcastle.

The principal works on this line are the bridges over the Hunter at Singleton, and at Aberdeen, and the tunnel through the Liverpool Range. The bridge at Singleton, 49½ miles from Newcastle, has five timber openings of 80 feet span, and two arches of 15 feet each, in masonry. The piers and abutments are built in ashlar masonry set in Portland cement. The superstructure is of timber, and designed to carry the Main Northern Road in addition to a single line of railway. The bridge at Aberdeen, 88 miles from Newcastle, is of the same construction as that over the Macquarie at Bathurst on the Western line, with the exception of the depth of the cylinders, which for this bridge are sunk to an average depth of 20 feet below the ordinary level of the water in the river. The tunnel through the Liverpool Range is 528 yards in length, is lined throughout with brickwork, and is of the same dimensions as the tunnels previously mentioned. It is 126 miles distant from Newcastle, and 2,113 feet above the sea level.

The rails on this line as far as Murrurundi are of wrought-iron, double-headed, and fish-jointed throughout, and weigh 75 lbs. per yard. The chairs are of cast-iron, 25 lbs. each, and are secured to the sleepers with wrought-iron spikes. From Murrurundi to Tamworth the rails are single-headed and weigh 70 lbs. per yard. With the exception of one curve of 20 chains radius, through the town of Musclebrook, there are none of a smaller radius than 30 chains. From Murrurundi to Tamworth the smallest radius of a curve is 12 chains, on ascending and descending the Liverpool Range. Between Newcastle and West Maitland the steepest gradient is 1 in 63; between West Maitland and Singleton 1 in 80; between Singleton and Musclebrook there are four short inclines of 1 in 33; between Musclebrook and Murrurundi the steepest gradient is 1 in 50; and between Murrurundi and Tamworth 1 in 40.

There are two branches to this line, viz., the Morpeth Branch, which is nearly four miles in length; and the Bullock Island Branch, which is one mile and a half in length. The Morpeth Branch, which is open for traffic, leaves the main line at East Maitland Junction, 18 miles from Newcastle, and terminates at the town of Morpeth, at the head of the navigable waters of the Hunter river. The works on this branch are similar to those on the main line, the smallest radius of curves being 20 chains, and the steepest gradient 1 in 100. The Bullock Island Branch is now under construction. It has a double line of way, and joins the main line two miles from Newcastle. It is intended for a mineral line exclusively, and when completed will connect the main line with extensive wharves now being erected. The rails on this branch are of steel, weighing 75 lbs. per yard; the smallest radius of a curve is 12 chains, and the steepest gradient 1 in 200.

The total capital expenditure upon the railways open for traffic up to the 31st December 1875 was 7,245,379*l.*, being at the rate of 16,579*l.* per mile. The average cost per mile, exclusive of rolling-stock, machinery, &c., was 14,821*l.* The total cost per mile on the Southern and Western, and Northern lines, respectively, was, for the former 17,555*l.*, and for the latter, 14,119*l.*

The following is a comparative statement of the traffic upon the New South Wales railways during each of the years ended 31st December 1872 and 1875:—

	Southern and Western.		Northern.		Total.	
	1872.	1875.	1872.	1875.	1872.	1875.
Length of line open for traffic on 31st December - - Miles	274	313	124	124	398	437
Passenger-traffic:						
First-class passengers - No.	94,730	164,131	17,535	42,984	112,265	207,115
Second „ „ - „	461,545	753,274	180,100	327,836	641,645	1,081,110
Total - -	556,275	917,405	197,635	370,820	753,910	1,288,225
Season-ticket holders - No.	2,254	4,512	33	164	2,287	4,676
Carriages - - „	1,506	2,039	569	842	2,075	2,881
Horses - - - „	3,205	5,117	1,200	2,099	4,405	7,216
Dogs - - - „	2,511	3,630	1,082	1,474	3,593	5,104
Goods-traffic:						
Live stock:						
Cattle - - No.	4,357	9,637	917	1,850	5,274	11,487
Sheep - - „	102,742	206,500	66,865	140,664	169,607	347,164
Pigs - - „	5,672	9,960	4,274	6,253	9,946	16,213
Total - - -	112,771	226,097	72,056	148,767	184,827	374,864
Wool - - - Bales	37,982	79,480	20,681	39,335	58,663	118,815
Minerals, coal, and coke Tons	6,667	67,751	617,167	809,522	623,834	877,273
General merchandise - „	157,537	204,221	43,989	89,860	201,526	294,081
Number of miles travelled by trains:						
Passenger - - - -	436,601	610,949	157,246	171,563	593,847	782,512
Goods - - - - -	294,443	456,863	147,965	232,829	442,408	689,692
Total - -	731,044	1,067,812	305,211	404,392	1,036,255	1,472,204

Comparing 1872 and 1875 there was a total increase of 39 miles in the length of line open for traffic, and of 435,949 in the train-mileage. There was an increase of 534,315, or 71 per cent., in the number of passengers, exclusive of season-ticket holders; of 190,037, or 103 per cent., in the number of live stock; of 60,152, or 103 per cent., in the number of bales of wool; of 253,439, or 41 per cent., in the tonnage of minerals; and of 92,555, or 46 per cent., in the tonnage of general merchandise.

The receipts from the foregoing branches of traffic in each of the years 1872 and 1875 were as follows:—

Receipts from	Southern and Western.		Northern.		Total.	
	1872.	1875.	1872.	1875.	1872.	1875.
	£	£	£	£	£	£
Passenger traffic:						
First and second class passengers	106,499	125,748	29,082	43,169	135,581	168,917
Season-ticket holders	3,014	5,669	61	273	3,075	5,942
Total from passengers	109,513	131,417	29,143	43,442	138,656	174,859
Excess luggage, parcels, carriages, horses, dogs, &c.	11,683	14,581	4,237	6,467	15,920	21,048
Mails	2,990	3,269	1,388	1,426	4,378	4,695
Total from passenger traffic	124,186	149,267	34,768	51,335	158,954	200,602
Goods traffic:						
Live stock	5,635	9,406	2,623	4,181	8,258	13,587
Wool	12,217	26,140	5,840	12,020	18,057	38,160
Minerals	8,195	24,448	29,876	45,483	38,071	69,931
General merchandise	163,099	218,769	32,642	68,260	195,741	287,029
Total from goods traffic	189,146	278,763	70,981	129,944	260,127	408,707
Miscellaneous receipts	4,157	3,969	1,750	1,370	5,907	5,339
Gross receipts from all sources	317,489	431,999	107,499	182,649	424,988	614,648

In the year 1875 there was an increase in the gross receipts of 189,660*l.*, or 45 per cent., over the year 1872. The increase in receipts from passenger traffic was 41,648*l.*, or 26 per cent.; and in the receipts from goods traffic 148,580*l.*, or 57 per cent. In the year 1872 the receipts from passenger traffic formed 37 per cent., and those from goods traffic 61 per cent. of the total receipts; whilst in the year 1875 the receipts from passenger traffic formed 33 per cent., and those from goods traffic 66 per cent. of the total receipts. Taking the average length of line open during 1872 as 385 miles, and during 1875 as 410 miles, the gross receipts per mile of line open amounted in 1872 to 1,104*l.*, and in 1875 to 1,499*l.* In 1872 the receipts per open mile from passenger-traffic were 413*l.*, and from goods-traffic 676*l.*; whilst in 1875 the receipts per open mile from passenger traffic amounted to 489*l.*, and those from goods traffic to 997*l.* As between 1872 and 1875 the increase in the receipts per open mile was 76*l.* from passenger-traffic, and 321*l.* from goods-traffic; the increase in the gross receipts from *all sources* being 395*l.* The receipts per train-mile amounted in 1872 to 98·4*d.*, and in 1875 to 100·2*d.* There was, therefore, an increase in 1875 over 1872 of 1·8*d* per train-mile.

The following is a statement of the working expenditure and the net revenue of the New South Wales railways in each of the years ended 31st December 1872 and 1875:—

Branches of Expenditure.	Southern and Western.		Northern.		Total.	
	1872.	1875.	1872.	1875.	1872.	1875.
	£	£	£	£	£	£
Maintenance of way and works -	42,759	47,233	19,221	19,309	61,980	66,542
Locomotive power - - -	42,491	78,836	15,188	27,883	57,679	106,719
Repairs of carriages and waggons -	8,436	14,316	2,440	5,345	10,876	19,661
Traffic charges - - -	42,837	59,822	21,070	28,362	63,907	88,184
Compensation for personal injury, and for damage and loss of goods	493	611	18	1,244	511	1,855
Miscellaneous working expenditure not included in the foregoing -	8,571	9,765	4,393	3,448	12,964	13,213
Total working expenses -	145,587	210,583	62,330	85,591	207,917	296,174
Gross receipts from all sources	317,489	431,999	107,499	182,649	424,988	614,648
Net revenue - - -	171,902	221,416	45,169	97,058	217,071	318,474
Proportion per cent. of expenses to receipts - -	46	49	58	47	49	48

It will be seen from the above that the gross receipts increased by 189,660*l.*, or 45 per cent., in 1875, as compared with 1872; whilst the total working expenditure increased by 88,257*l.*, or 42 per cent.; and the net revenue by 101,403*l.*, or 47 per cent. The proportion per cent. of the different branches of expenditure to the total amount of working expenses in each of the years 1872 and 1875 was as follows:—

	1872.	1875.
Maintenance of way and works -	29·82	22·47
Locomotive power - - -	27·75	36·04
Repairs of carriages, &c. - - -	5·23	6·64
Traffic charges - - -	30·74	29·78
Compensations - - -	·23	·61
Miscellaneous expenditure -	6·23	4·46
	100·00	100·00

Taking the average length of line open during 1872 as 385 miles, and during 1875 as 410 miles, it appears that the working expenses per open mile amounted to 540*l.* in the former and 722*l.* in the latter year, showing an increase in 1875 over 1872 of 182*l.* The net revenue per open mile in 1872 was 564*l.*, and in 1875, 777*l.*, or an increase of 213*l.* in the period of three years. The working expenditure per train-mile amounted to 48·1*d.* and to 48·3*d.* in 1872 and 1875 respectively; the net revenue per train-mile being 50·3*d.* in 1872 and 51·9*d.* in 1875. The proportion of working expenses to gross receipts was 49 per cent. in 1872 and 48 per cent. in 1875.

The number of locomotives and rolling stock on the 31st December 1875 was as follows:—

Locomotives - - - - -	100
Passenger vehicles - - -	344
Goods waggons - - - -	1,610

there being 1 locomotive for every 4¼ miles, 1 passenger vehicle for every 1¼ miles, and 3¾ goods waggons for every mile of railway open for traffic.

The amount authorised to be raised by loan for railway purposes, up to the 31st December 1875, was 9,131,809*l.* At that date debentures had been issued to the extent of 8,110,800*l.*, of which amount 7,110,800*l.* bore interest at the rate of 5 per cent. per annum, and 1,000,000*l.* at the rate of 4 per cent. per annum. The amount expended was 8,107,249*l.*, the outlay upon the lines open for traffic being 7,245,379*l.* The net revenue during 1875 having amounted to 318,474*l.*, the average net earnings upon the capital expended on the open lines were at the rate of 4·4 per cent.

Queensland.

The length of railways open for traffic in Queensland on the 31st of December 1875, was—

Southern and Western	210 miles
Northern	53 „
Total	263 „

These railways are constructed to a gauge of 3 ft. 6 in., and laid with rails of the Vignoles pattern, weighing 40 lbs. per lineal yard. The maximum gradients, occurring principally in mountainous country, such as the ascent of the Main Range, are 1 in 50, and the limit of curves 5 chains radius. The ballast employed is chiefly broken sandstone and basalt, spread to a depth of 8 inches under the sleepers, and averages about a cubic yard to the yard forward. The bridges are chiefly of hardwood timber, a few of the more important being constructed with iron girders resting on stone abutments and cast-iron pins. The other works are of an inexpensive character, and with the exception of one or two iron stations, imported from England, are built of colonial material.

The engines used on the lines weigh from 22 to 30 tons, and have a maximum weight on a pair of driving wheels of 5 tons. They draw from 50 to 70 tons up the steepest inclines. The speed for ordinary passenger and goods trains averages 20 miles an hour, special trains running up to the rate of 30 miles an hour.

The further mileage of railways determined upon or under construction on the 31st December 1875, was as follows :—

Southern and Western	165 miles
Northern	93 „
Total	258 „

South Australia.

The length of railways, including those worked by horse traction, open for traffic in South Australia on the 31st December 1875 was 258 miles. The following statement shows the gauge, and the extent of each of the various lines :—

	Length of Line open on 31st Dec. 1875.	Gauge.
	Miles.	Ft. Ins.
Adelaide to Port Adelaide, and branches	9½	5 3
Adelaide to Burra, and branches	107¾	5 3
Adelaide to Glenelg	6½	5 3
Port Broughton	10	3 6
Port Pirie and Gladstone (part)	16	3 6
Port Wakefield to Hoyleton, with extension	42	3 6
Roseworthy to Kapunda	17¾	5 3
Strathalbyn to Victor Harbour and Goolwa	32	5 3
Wallaroo to Kadina and Moonta	16½	5 3
Total	258	

The following lines were in course of construction at the 31st December 1875 :—

	Miles.	Gauge.
Lacepede Bay to Naracoorte (nearly completed)	52½	3 ft. 6 in.
Port Pirie and Gladstone (part)	16½	3 „ 6 „
Port Wakefield to Kadina	34½	3 „ 6 „
Total	103½	

All the railways in South Australia have a single line of way between the stations.

Adelaide to Port Adelaide.—This, the first line constructed, was opened for traffic on the 21st April 1856, when labour was scarce in consequence of the discovery of gold in the neighbouring colony of Victoria. The cost of construction and rolling-stock, including the branches which run through the streets of Port Adelaide and supply the wants of the shipping at the wharf frontages, amounted to 17,433*l.* per mile. The country through which the line runs is level, and the only bridge is one of 100 feet span across the river Torrens. The construction throughout was substantial. The line was originally laid on the longitudinal system, but it has been found expedient to adopt cross sleepers. The rails weigh 65 lbs. per yard, and the traffic is heavy, particularly during the wheat season, when the tonnage averages about 30,000 tons monthly. The workshops at the Adelaide Station are very extensive and complete in every respect; all the repairs are executed there, and it may be mentioned that a locomotive was built and turned out in November 1875, and one in February 1876.

Adelaide to Roseworthy Junction and Burra.—The cost of construction of this railway averaged about 7,000*l.* per mile. The portion of the line between Adelaide and Gawler was originally laid with longitudinal timbers, which have given place to cross-sleepers. The same weight of rails obtain as on the port line, and the same weight of locomotives, viz., from 25 to 29 tons. A new system of light lines was introduced in the extension from Roseworthy, which cost about 5,000*l.* per mile; the rails weigh 40 lbs. per yard, and the same rolling-stock runs over the whole distance, but at a speed limited to 20 miles an hour. There are 15 stations on this line, built with a view rather to goods-traffic than to passenger accommodation, the main object in a country like this being to secure a rapid conveyance of produce to the sea-board. At the same time the passenger-traffic is considerable, and conducted with safety and despatch. The earthworks are of an average character, and the only bridge of importance is one of 300 feet in length, consisting of two spans.

Adelaide to Glenelg.—This railway was opened for traffic in 1874, the cost of construction, including rolling-stock, having been at the rate of about 8,220*l.* per mile. The country through which it runs is level, and consequently its construction presented no difficulties. The rails weigh 40 lbs. per yard, and light locomotives are used upon the line. This railway has an almost exclusive passenger-traffic, which, during the summer months, is very considerable. The working expenses during 1875 amounted to 53 per cent. of the gross receipts.

Port Broughton.—This line extends from Spencer's Gulf to one of the earliest agricultural districts proclaimed by the Government. It is intended to be worked by horse traction, and the weight of the rails is 35 lbs. per yard.

Port Pirie and Gladstone.—This line when completed will be 32½ miles in length, 16 miles being already open for traffic. It is not expected that the cost of construction will exceed 6,000*l.* per mile. The earthworks are moderately light, and the weight of the rails is 40 lbs. per yard. Curves of from 10 to 20 chains radius, and gradients of 1 in 96, have been used. The line is specially constructed to open up the new lands sold within the last four or five years, which need cheap means of transport for the produce raised. The stations are on an average 10 miles apart.

Port Wakefield to Hoyleton, with extension to Blyth Plains.—This railway connects a large agricultural district with the port of shipment, and has a considerable amount of traffic. It presented no difficulties as far as construction was concerned. The rails weigh 40 lbs. per yard, and a large number of culverts have been provided to carry away the flood-water caused by thunderstorms. The line was originally intended to be worked by horse-power, but was constructed in such a manner that light locomotives might be used, and it has since been found necessary to place them on the line, the speed being limited to 10 miles per hour. There are eight stations, which provide for the accommodation of the wheat farmers in the transit of their produce to Port Wakefield.

Roseworthy to Kapunda.—This line presented no difficulties of an engineering character. There are two or three bridges of 100 feet span, and numerous culverts have been built to allow flood-waters to escape. The line passes through a wheat-growing country, and close to the terminus is situated the Kapunda Copper Mine, the first discovered in the colony.

Strathalbyn, Goolwa, and Victor Harbour.—The rails on this line weigh 40 lbs. per yard; the earthworks on some portions are heavy; and the construction of three viaducts added considerably to the total cost, which averaged about 5,550*l.* per mile. The line is worked by horse traction. The principal traffic is wheat from the surrounding districts, and wood from the interior by way of the river Murray to Goolwa, and thence to Victor Harbour for shipment.

Wallaroo to Kadina and Moonta.—This line was constructed by private enterprise, specially for the conveyance of copper ore from the extensive mines of Wallaroo and Moonta to Port Wallaroo, where the ore is smelted and shipped. It is worked by horse-power, and, being very light and easy of construction, cost only about 2,000*l.* per mile. The original capital was 60,000*l.*, on which 20 per cent. has been divided during each of the past 10 years, the present value of the property being about 90,000*l.*

Lacepede Bay and Naracoorte.—This line presents no engineering difficulties. It is intended to be worked by very light locomotives, and the rails weigh 35 lbs. per yard.

The whole of the railways in South Australia are worked on the block-system, and have been free from accidents. Although the works and rolling-stock are generally of a light character, the workmanship is stated to be of a superior description, and safety is not sacrificed to economy.

The length of railways determined upon, but of which the construction had not been commenced at the 31st December 1875, although the surveys had been completed, was 535 miles.

The want of means of communication between the interior and the seaboard has been much felt in South Australia, which colony is, with the exception of the river Murray, without water communication. The present Government, however, are about to introduce a policy of railway extension, and a measure will be brought before Parliament this session to borrow 3,000,000*l.* for the purpose of constructing these and other public works. Amongst the lines recommended by the Government is one running from Port Augusta, at the head of Spencer's Gulf, in a north-easterly direction for about 200 miles; which is intended to connect the mineral districts with the sea, to enable the sheep farmers of the north and eastern plains to send down their wool and other produce at a reasonable cost, and to give greater facilities for opening up a rich and extensive tract of country. The Government also propose extending the line from Kapunda to the north-west bend of the river Murray, a distance of about 50 miles, so that the river trade might be brought to Adelaide. The Murray has a considerable traffic, its navigable course being nearly 2,000 miles; but its mouth, exposed to the swell of the Southern Ocean, presents a constant difficulty as far as navigation is concerned. The area of land sown with wheat has increased by more than 100 per cent. within the last 10 years, and to afford a cheap and speedy transit of the produce to the seaboard is one of the principal objects to be attained by the light lines of railway proposed to be constructed. Nearly 10,000,000 bushels of wheat were reaped last season, which, after providing for the requirements of the colony, would allow of an export of 230,000 tons. As much as 1,200 tons have to be brought down daily during the season. A bushel of wheat is carried from Burra to Adelaide, a distance of 100 miles, for 7*d.*; whereas, before the line was constructed, the cost was double that amount. The policy adopted is to reduce the cost of carriage to a minimum, in order to develope the resources of the agricultural and mining districts through which the different lines run.

The railways yield but little in excess of working expenses and cost of maintenance, but it is stated that the increased facilities afforded by them more than counterbalance the interest due upon the money expended for their construction.

Victoria.

On the 31st December 1875 there were 618 miles of railway open for traffic in Victoria. Of this length 19 miles only belonged to a Company, the remaining 599 miles being the property of the Colonial Government. The following statement shows the number of miles of double and single lines of the Victorian Government railways open for traffic at that date:—

Name of line.	Length of line open for traffic on the 31st December 1875.		
	Single lines.	Double lines.	Total.
Ballarat and Ararat - -	57	—	57
Ballarat and Maryborough - -	42	—	42
Castlemaine, Maryborough, and Dunolly	48	—	48
Essendon line and Racecourse branch	2	3	5
Everton branch - - - -	12	—	12
Geelong and Ballarat - -	—	52	52
Geelong and Melbourne - - -	37	2	39
Melbourne and River Murray -	56	100	156
North-Eastern - - - -	182	—	182
Williamstown branch - - -	—	6	6
Total - - -	436	163	599

Ballarat and Ararat.—The ruling gradient upon this line is 1 in 50, and the width of formation 16 ft. 6 in. The bridges and large culverts are of timber (chiefly of red gum); the smaller culverts are of brick or masonry. The sleepers are of red gum, 8 ft. 6 in. × 9 in. × 4½ in.; and the rails are of iron, of the Vignoles pattern, weighing 50 lbs. per yard, and fastened to the sleepers with dog spikes and pins.

Ballarat and Maryborough.—The ruling gradient upon this line is 1 in 40, and the width of formation 16 ft. 6 in. There is one bridge with cast-iron cylinder piers and abutments, and with wrought-iron girders, and another of brick. The other bridges and large culverts are chiefly of red gum timber; the smaller culverts of brick. The sleepers are of red gum, 8 ft. 6 in. × 9 in. × 4½ in.; and the rails are of iron, of the Vignoles pattern, 50 lbs. per yard, with wrought-iron pins and dog spikes.

Castlemaine, Maryborough, and Dunolly.—The ruling gradient on this line is 1 in 40, and the width of formation 16 ft. 6 in. The bridges and larger culverts are of colonial hardwood timber; the smaller culverts are of brick. The station buildings and platforms are of brickwork, the sleepers chiefly of red gum, 8 ft. 6 in. × 9 in. × 4½ in.; and the rails of iron of the Vignoles pattern, 50 lbs. per yard, and fastened to the sleepers with dog spikes and pins.

Essendon Line and Racecourse Branch.—This railway, which is nearly five miles in length, including the branch to the Melbourne racecourse, was made to accommodate the traffic of a suburban district of Melbourne. The ruling gradient is 1 in 80, the width of formation being 33 ft. on the line to Essendon, and 21 feet on the Racecourse branch. The bridges have abutments and piers of stone or brickwork and wrought-iron girders. The ballast is of broken blue-stone metal and the sleepers of red-gum timber, sawn rectangular, 9 ft. × 10 in. × 5 in. The rails are of iron, double-headed, and weighing 75 lbs. per yard, excepting on about one mile of single line of way, laid with steel rails weighing 66 lbs. per yard. The chairs, 24 lbs. each, are fastened with iron pins.

Everton Branch.—The ruling gradient is 1 in 50, the width of formation 16 ft. 6 in., the slopes of banks 1½ to 1, and the slopes of cuttings 1 to 1. Double lines of way exist at stations. The viaducts and bridges are of wood, the culverts of wood and brick. The principal viaduct is the Reid's Creek Viaduct, which has 20 openings of 15 ft. each. The sleepers are of red gum and other colonial hardwood timber, 8 ft. 6 in. × 9 in. × 4½ in.; and the rails are of iron of the Vignoles pattern, weighing 60 lbs. per yard. The ballast is natural gravel, laid 11½ ins. deep, of which 8 ins. is under the sleepers.

Geelong and Ballarat.—The width of formation on this line is 33 ft., the ruling gradients being 1 in 72 down and 1 in 52 up. The viaducts and bridges are of masonry and with iron girders. The largest viaduct has 10 openings of 130 feet each. The culverts are built of stone; the station buildings, platforms, &c., are of blue-stone masonry. The rails are of iron, double headed, and weighing 80 lbs. per yard.

Geelong and Melbourne.—The ruling gradient on this line is 1 in 94, the formation width 33 ft. The bridges and culverts are of stone or brickwork with wrought-iron

girders; the sleepers chiefly of red gum, 9 ft. × 10 in. × 5 in. The rails are being replaced with doubled-headed iron rails weighing 72 lbs. per yard; the chairs, 26 lbs. each, are fastened with iron pins. The line was originally ballasted with sand, but but this is being replaced with blue-stone metal.

Melbourne and River Murray.—The first section of this railway, from Melbourne to Sandhurst, consists of 100 miles of double line, the ruling gradient being 1 in 50 and the width of formation 33 ft. At a distance of 58 miles from Melbourne, and at an altitude of 1,900 feet, the line crosses the Main Dividing Range, which separates the Murray waters from the coast streams. The viaducts and bridges are of stone and iron, or of brick with granite or blue stone dressings. The station buildings are of brick or stone. The sleepers are chiefly of red gum, 9 ft. × 10 in. × 5 in. The rails are double-headed, weighing 80 lbs. per yard, and the chairs are fastened to the sleepers with iron pins.

The second section, from Sandhurst to Echuca, consists of 56 miles of single line; the ruling gradient being 1 in 90, and the width of formation 17 feet. The bridges and culverts are of brick and iron, and the station buildings of brick. The sleepers are of red gum timber, 9 ft. × 10 in. × 5 in. The rails are double headed, weighing 72 lbs. per yard; and the chairs are attached to the sleepers with iron pins.

North-Eastern.—This railway runs from Essendon to Wodonga, and consists of a single line of way except at the stations. The ruling gradient is 1 in 50 for the first 60 miles, and 1 in 75 for the rest of the line. The width of formation is 20 ft. 6 in. for the first 60 miles, and for the rest of the line 17 ft. in bank, and 18 ft. 6 in. in cutting. The slopes of banks are generally 1½ to 1, and of cuttings 1 to 1. The culverts are principally of brickwork; the bridges and viaducts having generally brick or stone piers and abutments with wrought-iron plate girders. The principal viaducts have cast-iron columns for piers. The largest viaducts are, that over the Goulburn with eight openings of 40 ft. each and two openings of 100 ft. each; the Hughes Creek Viaduct, with 10 spans of 42 ft. each; the Broken River Viaduct, with 16 openings of 40 ft. each, and one opening of 120 ft.; and Reid's Creek Viaduct, with 13 spans of 40 ft. each. The sleepers are of red gum, 9 ft. × 10 in. × 5 in. The rails for the first 116 miles are of steel, of the Vignoles pattern, and weighing 66 lbs. per yard; the remainder of the line is laid with iron rails weighing 75 lbs. per yard.

Williamstown Branch (from Footscray to Williamstown.)—The ruling gradient on this line is 1 in 139; the width of formation 33 feet. The bridges have substantial abutments in masonry, and wrought-iron girders. At the port of Williamstown there are two piers for large vessels giving a depth of from 22 to 25 feet of water at low water, and the construction of a third similar pier has been commenced. There are lines of way from the graving-dock and patent-slip, and extensive workshops for the locomotive branch and for the dock. The ballast is of broken blue-stone metal, and the sleepers of red-gum timber, 9 ft. × 10 in. × 5 in. The rails are double-headed iron rails, weighing 80 lbs. per yard; and the chairs, weighing 34 lbs. each, are attached to the sleepers with iron pins. Iron bridge-rails, 63 lbs. per yard, are laid on the piers.

There were also 365 miles of single line, which had been authorised by Parliament, in course of construction on the 31st December 1875; viz.:—

Name of Line.	Length.	Weight of Rails.
	Miles.	lbs.
Ararat to Hamilton	66	60
Ararat to Stawell	19	50
Everton to Beechworth	10	60
Geelong to Colac	50	60 and 75
Maryborough to Avoca	15	50
Oakleigh to Sale (Gippsland line)	123	60
Portland to Hamilton	53	60
Sandhurst to Inglewood	29	50
Total	365	

The rails on all the foregoing lines are of iron, of the Vignoles pattern, and of the weight shown for each. On the Geelong to Colac line the rails are 75 lbs. per yard for five miles out of Geelong, so that heavy engines may be used for the race traffic.

Surveys have also been made for 864 miles of railway, in addition to those which have been opened for traffic, and to those which are in course of construction. The gauge on all the Government lines, constructed or under construction, is 5 ft. 3 in.

The only company in Victoria is now the Melbourne and Hobson's Bay United. It has nearly 19 miles of line, and accommodates the principal suburbs on the south side of the city of Melbourne, which it also connects with the shipping in Hobson's Bay by means of a pier built by the company at Sandridge. The capital of this company in shares and debentures amounts to one million sterling.

Western Australia.

There were no railways open for traffic in Western Australia on the 31st December 1875, but two private timber Companies had constructed tramways for the conveyance of timber from their mills to the port of shipment. These were worked by tank locomotives on a 3 ft. 6 in. gauge, the sharpest curves being between 3 and 5 chains radius, the steepest gradients between 1 in 30 and 1 in 40, and the bridges and culverts principally of timber-framing. Three lines of railway have, however, been projected, one of which, the Geraldton and Northampton, is in course of construction. This line, when completed, will be 34 miles in length, and is intended to connect the port of Champion Bay with Northampton, the central township of the mineral district. The object of this railway is the reduction of carriage-charges on lead and copper ores from the present rate of about 1*s.* per ton per mile to something less that 6*d.*; the difference being quite sufficient to give an impulse to mining industry, especially among the smaller claims. The date fixed for the completion of the line was the 1st March 1876; but six months extension of time has been allowed to the contractor, in consequence of the limited supply of labour and of the unforeseen delay in obtaining materials. During the course of the formation of the line it was found necessary to make considerable alterations to the bridges and culverts, as well as deviations and subsidiary works, not previously anticipated. The cost of construction will therefore be increased, and it is now estimated that it will be at the rate of about 3,500*l.* per mile. There are no engineering difficulties to contend with. The formation width is in cuttings 10 ft. 6 in., and on embankments 12 ft. 6 in., the gauge being 3 ft. 6 in. It is not expected that this line will provide at first a revenue sufficient to cover the expenses of working; but it is believed that the indirect benefit to the district through which it is to pass will be very great.

The second of the three projected lines was to connect the head of the Swan River Navigation with the Eastern districts, by the Swan and Avon Valleys, and the towns of Newcastle, Northam, and York; the distance being about 100 miles. After the survey was made, however, the scheme had to be postponed for a time, as it was felt that the means of the colony were not yet sufficient to meet the interest and other charges upon such a line.

The third projected railway was to connect the port of Fremantle with the city of Perth and with Guildford, at the head of the Swan River Navigation, the distance being about 20 miles. The cost of construction would, it is estimated, be from 4,000*l.* to 5,000*l.* per mile; the gauge being 3 ft. 6 in. It is believed that this line would not be a commercial success for a time, but it is a proposal of considerable importance, and one which would materially affect the interests of the community.

British Guiana.

The length of the Demerara Railway, from Georgetown to Mahaica, open for traffic on the 31st December 1875, was 21 miles. The line, which is single, and passes through a perfectly flat district, is constructed upon an embankment varying from 4 to 10 feet above the level of the land, the gauge being 4 ft. 8½ in. The total amount of capital at the 31st December 1875 was 275,000*l.* The rolling-stock consisted of 8 locomotives, 17 passenger-vehicles, and 182 goods-vehicles. There are eight stations on the line, or about one to every 2½ miles.

The bulk of the traffic consists of sugar, molasses, and rum from, and coal, manure, and machinery to, the numerous plantations through which the line passes. Twenty-seven of these plantations have sidings in connexion with the railway, the aggregate length of these sidings being about 5 miles. During the year 1875 the total number of passengers conveyed was 241,439, of which 27,677 were first-class, 111,072 were second-class, and 102,690 were third-class; and the total weight of merchandise of all descriptions carried during the same period was 77,680 tons. From this traffic a total revenue of 35,992*l.* was derived; 13,541*l.* being on account of passengers, and 22,451*l.* on account of goods. The receipts per mile of railway open were 645*l.* from passenger-traffic, and 1,069*l.* from goods-traffic, giving a total of 1,714*l.* The working expenditure is stated to average about 50 per cent. of the gross receipts.

Cape of Good Hope.

The total length of railway open for public traffic on the 31st December 1875 was 149 miles, the whole of which is worked by the Colonial Government. Of this length, 104 miles formed what is known as the western system of railways, comprising—

The Cape Town and Wellington line - - -	58 miles.
A branch line from Salt River to Wynberg - - -	6 „
An extension of the Cape Town and Wellington line - -	40 „
Total -	104 „

The Cape Town and Wellington line was constructed in 1862, on the 4 ft. 8½ in. gauge, by an English Company, under a Government guarantee of six per cent. on the capital expended. The branch line, 6 miles in length, also with a gauge of 4 ft. 8½ in., was shortly afterwards carried through the suburban districts to Wynberg by a local Company. The former line was purchased by the Colonial Government, in 1872, for a sum equivalent to 13,300*l.* per mile. The latter is at present only leased to the Government, but an arrangement has been made with the owning Company for its purchase at the rate of 12,500*l.* per mile. The gauge on the remaining 40 miles is 3 ft. 6 in., and that on the Cape Town and Wellington line is being reduced to the same dimension. The maximum gradient on the broader gauge is 1 in 80, and the limit of curves 15 chains radius. On the narrower gauge the maximum gradient is 1 in 40, and the limit of curves 5 chains radius. The approximate cost of the lines open for traffic on 31st December in the western district was—

	£
Cape Town and Wellington - - - - -	770,000
Wynberg branch line - - - - -	75,000
The extension beyond Wellington - - -	240,000

There were also 108 miles of railway under construction in the western district on the 31st December 1875; and, in addition, 188 miles had been determined upon, but had not at that date been commenced.

The length of the railways open for traffic in the eastern district on the 31st December 1875 was 45 miles, being the remainder of the total of 149 miles existing in the colony at that date. Of this extent of 45 miles, the North-Eastern line, 32 miles in length, was opened on the 26th July 1875; and the Midland line, 13 miles in length, on the 22nd September 1875. The gauge of both these lines is 3 ft. 6 in.; the limit of curves being 5 chains radius, and the maximum gradient 1 in 40. The mileage of the system of railways determined upon for the eastern district consists of—

The North-Eastern line, from Port Elizabeth to Craddock,	176 miles.
A branch of the above to Graham's Town - -	36 „
The Midland line - - - - -	176 „
Total -	388 „

Of the 176 miles determined upon for the North-Eastern line, 32 miles were opened for traffic on the 26th July 1875; and it was proposed to open an additional 22 miles on the 10th April 1876. There were further 18 miles of the North-Eastern line under construction, leaving 104 miles uncommenced. The works for the above 18 miles

had made considerable progress, and it was expected that 72 miles of this line would be opened for traffic early in January 1877. The branch railway to Grahamstown, 36 miles in length, which leaves the North-Eastern line at the 72nd mile, is also under construction. Of the 176 miles of the Midland line determined upon, 13 miles were opened for traffic on the 22nd September 1875; and 44 miles, under construction, were expected to be completed and opened for traffic early in January 1877. There were, therefore, on the 31st December 1875, in the eastern district—

	North-Eastern Line.	Grahamstown Branch.	Midland Line.	Total.
	Miles.	Miles.	Miles.	Miles.
Open for traffic	32	—	13	45
Under construction	40	36	44	120
Not commenced	104	—	119	223
Total	176	36	176	388

During the session of 1874 the Parliament of the Cape of Good Hope also determined upon the construction of the East London and Queenstown Railway, 157½ miles in length, with a branch, leaving the main line at a point 33 miles from East London, to King William's Town, a distance of 10 miles. The total estimated cost of this railway is 1,069,000*l.*, and a length of about 57 miles is expected to be opened before the close of the present year. The East London and Queenstown Railway commences at the port of East London, British Kaffraria, on the east bank of the Buffalo River, and for two thirds of its entire length follows closely the route of the chain of military posts established on the frontier by the British Government at the close of the last war. It traverses for a distance of 27 miles the division of East London by way of Fort Jackson (an old military post), and enters the division of King William's Town near the village of Berlin. Following still the chain of old military posts, it passes round the eastern slope of the Amatola range of mountains, and enters the division of Queenstown near the foot of the Kaklezeli mountain, at about 75 miles from East London. Of the remainder of its course to Queenstown, part lies through a rich pastoral district, and throughout the whole of its extent it runs in close proximity to the borders of Kafirland. It is believed that this line will materially assist in developing the agricultural and other resources, not only of the country through which it passes, but also of the provinces beyond Queenstown, into which it may eventually be extended. The extension of this line would form the most direct route from the seaboard to the Orange Free States and territories lying beyond; and, in addition, steam coal of a fair quality is found in the locality of Stornberg, at a distance of about 40 miles from Queenstown. The skilled workmen, and also a certain number of navvies employed in the construction of this railway, have been and are still being introduced from Europe by the Cape Government; but the bulk of the manual labour for the earth-works is furnished by the native tribes.

In 1874 a general scheme of railway construction was submitted by the ministry and approved, under which a sum of nearly five millions sterling (4,805,080*l.*) is to be raised, chiefly on loan at 4½ per cent., for the purpose of extending the former lines and constructing others so as to connect the principal towns of the interior with the seaports of Table Bay, Algoa Bay, and East London. The lines thus sanctioned, including the East London and Queenstown line, amount in the aggregate to about 800 miles. One or other of them will no doubt eventually be extended to the Orange Free State and the diamond fields, a further distance of 300 or 400 miles. Fair progress is being made with all the lines under construction. No less than 9,000 labourers were employed upon the works at the commencement of this year, of which number 7,000 were Kafirs; and it is hoped that by the end of the allotted period of five years the colony will be in possession of close upon 1,000 miles of railway. The gauge on all the Government lines is to be 3 ft. 6 in.

There is also a line of railway in Namaqualand, 93 miles in length, constructed by the Cape Copper Mining Company, Limited, and running from Port Nolloth to O'okeep. The gauge of this line is only 2 ft. 6 in., and mules are the principal tractive power, but locomotives are occasionally used. The cost of the construction of this railway was approximately 160,000*l.*, and the quantity of ores conveyed during the year 1875 was 21,634 tons of 2,000 lbs. each.

The following statement shows the results of working the western system of railways during the year ended 31st December 1875 :—

Length of Line		Receipts.				Total working expenditure.	Net receipts.	Proportion per cent. of expenditure to receipts.
Open for traffic on 31st December 1875.	Average length open during the year.	From passenger-traffic.	From goods-traffic.	Miscellaneous.	Total.			
Miles.	Miles.	£	£	£	£	£	£	
104	75	48,771	48,834	219	97,824	58,285	39,539	60

The 48,771*l.* received from passenger-trains was made up as follows :—

£	
11,427	from 1st class passengers.
16,999	„ 2nd „
11,767	„ 3rd „
4,753	„ season-ticket holders.
498	for excess fares, &c.
1,690	„ conveyance of carriages and of live stock.
1,255	„ „ parcels.
382	on account of telegraphs.
48,771	total.

There were 581,349 passenger-journeys during the year, exclusive of the journeys of season-ticket holders. Of this number 178,050 were first-class, 182,471 were second-class, and 220,828 were third-class passengers.

The total quantity of goods conveyed was 89,522 tons, and the receipts therefrom were, as previously stated, 48,834*l.* This was made up in the following manner :—

Goods.	Quantity.	Receipts.
	Tons.	£
General merchandise - -	56,741	33,929
Wine - - - -	8,769	5,954
Wool - - - -	3,790	3,039
Agricultural produce -	10,148	4,382
Minerals - - -	294	125
Manure (street sweepings) -	9,490	1,308
Timber - - -	290	97
Total	89,522	48,834

The distance travelled by trains during the year ending on the 31st December 1875 was 206,599 miles. The following is a detailed statement of the working expenditure for the same period :—

	£
Maintenance of way - -	15,761
Locomotive power - - -	21,523
Traffic charges - - -	17,310
General „ - - -	1,367
Stores - - - -	192
Cartage and horse-keep - -	1,459
Miscellaneous - - -	673
Total -	58,285

Of the total receipts, 49·86 per cent was from passenger-traffic, 49·92 per cent. from goods-traffic, and the remaining ·22 per cent. from miscellaneous sources. Taking the

average length of line open during the year at 75 miles, the receipts per open mile were 1,304*l.*, thus:—

	£
From passenger-traffic -	650
„ goods „ -	651
„ miscellaneous sources	3
Total -	1,304

The receipts per train mile were 113·64*d.*; 56·66*d.* being from passenger-traffic, 56·73*d.* from goods-traffic, and ·25*d.* from other sources of revenue. The working expenditure during the same period was 777*l.* per open mile and 67·71*d.* per train mile. A net profit therefore remained of 527*l.* per open mile and of 45.93*d.* per train mile.

On the Eastern system of railways, the receipts for the period from the dates of the opening of the lines to the end of the year amounted to 13,138*l.*, of which 6,635*l.* was from passenger-traffic and 6,503*l.* from goods-traffic. The total number of passengers conveyed on the 45 miles of line open for traffic on the 31st December was 43,932, exclusive of season-ticket holders. There were 9,767 first-class, 18,627 second-class, and 15,233 third-class passengers, the remaining 305 being troops. The total quantity of goods conveyed was 12,443 tons. The distance travelled by trains was 32,731 miles, and the total working expenditure during the period from the dates of the opening of the lines to the end of the year amounted to 10,933*l.* The receipts per open mile were 292*l.*, and per train mile 96·33*d.*; whilst the working expenses were 243*l.* per open mile, and 80·16*d.* per train mile.

With regard to the probability of the Government lines proving remunerative, it is considered to be too early to judge from the actual working over the sections at present open for traffic. It will be seen, however, from the foregoing that their prospects are fair; and if they should not for some time defray the full charge for interest on the capital borrowed for their construction, the increased value given to Crown lands, and other incidental advantages, will, it is believed, far more than compensate the colony for its outlay. On the Western lines the net receipts would suffice to pay fully four per cent. on the amount paid for them by the Government.

Ceylon.

The length of railways open for public traffic in Ceylon at the 31st December 1875 was 91½ miles; viz., the main line from Colombo to Kandy, 74½ miles in length, and a branch line from Pérádeniya to Náwalapitiya, 17 miles in length. There were also 3½ miles of railway in use which had been made solely for the purpose of conveying materials for the construction of the Colombo breakwater and harbour works. The length of sidings on the main and branch lines is 11½ miles. All the railways in Ceylon are the property of the Government.

The *Main Line* is laid with a single line of way, and on a gauge of 5 ft. 6 in. The rails are single-headed flange rails, weighing 72 lbs. per yard; and the sleepers are principally of creosoted Baltic fir, 9 ft. 6 in. × 10 in. × 5 in. For the first 30 miles of its length, it passes through a flat, open country; and, where not in cutting, it is carried on low embankments, of sufficient height to keep the formation above any but extraordinary floods. The only work of importance is the bridge across the Kelani river. This bridge is 800 feet in length, and is constructed with eight spans of 60 feet each in the middle, with seven spans of 21 feet each at one end, and five spans of 21 feet each at the other end. The piers of the 60 feet spans are in the river bed, and consist of two thirty-inch iron screw-piles each. The girders are of wrought iron; and the piers of the 21 feet spans, which are only flood openings, and not under water, except at flood time, are of brick. The other waterways along this length are all of 21 feet span. Where there are not more than two spans, and the bed of the waterway is shallow, the piers and abutments are of brick or stone; where the number of spans is more than two, the girders are carried on fourteen-inch screw-piles. Throughout this portion of the line the steepest gradient is 1 in 100, and, with the exception of those at the ends of the Kelani bridge, there are no curves of less than twenty chains radius.

From the 30th mile the country becomes rough and irregular, and it maintains this character to the 52nd mile. The works on this portion are of a heavier character than on the preceding, and curves are much more numerous. At the 32nd mile there is a tunnel through rock, 137 yards in length, and at the 36th mile the line crosses the Maha-oya river, with a bridge 350 feet in length. This bridge consists of five spans of 60 feet each, and two of 21 feet each; the abutments and piers being of stone, and the girders of wrought-iron. There are three other bridges with 60 feet spans—one at the 43rd mile, and another at the 46th mile, of one span, and one crossing the Rambukkan-oya, near the 60th mile, of two spans. At the 52nd mile commences the ascent of the Kadugannáwa incline, which is carried along the side of a lofty precipitous range of mountains, necessitating a gradient of 1 in 45 for twelve miles. There are ten tunnels on this incline, which, throughout its entire length, is a succession of 10 chain curves varying in direction every few hundred yards. Iron rails were used originally, but their wear was so rapid on the curves that this portion of the line was re-laid with steel rails. From Kadugannáwa to Kandy, a distance of ten miles, the country is much of the same character as between the 30th and 52nd miles; but repeated crossings of a stream, the Nánu Oya, necessitated a number of bridges. In a distance of 6 miles, there is one bridge of 60 feet span, one of two 60 feet spans, and a third of one 60 feet and two 21 feet spans. At the 71st mile the line crosses the Mahawili river by a bridge of two 100 feet spans, and two 60 feet spans. The girders of these bridges are Warren girders, the piers and abutments being of stone. The ruling gradient on this portion of the line is 1 in 100, and the limit of curves 10 chains radius.

Náwalapitiya branch. This branch leaves the main line at Pérádeniya, a distance of $70\frac{1}{2}$ miles from Colombo. The country through which the line passes is, for the first five miles, favourable for construction; but beyond this the country is rough and broken, necessitating the use of sharp curves and steep gradients. The ruling curve is 10 chains radius; and the gradients between Pérádeniya and Gampola, a distance of $7\frac{3}{4}$ miles, are 1 in 70, and between Gampola and Náwalapitiya, 1 in 50. There are no tunnels on this branch, the principal difficulties in construction being the heavy cuttings, on sidelong ground, of a wet and slipping character. There are two bridges of 60 feet span, and one of 100 feet span, all with Warren girders; for the minor waterways the bridges are of 21 feet span.

The only railway under construction is one of about $11\frac{1}{2}$ miles in length, from Colombo to Moratuwa, and it is expected that the works will be sufficiently advanced to admit of its being opened for traffic by the 1st January 1877. This railway will consist of a single line of way, with a gauge of 5 ft. 6 in.; the rails being single-headed flange rails, weighing 60 lbs. per yard; and the sleepers of creosoted Baltic timber, 9 ft. × 10 in. × 5 in. The works are rather heavy for the first mile, where the line passes through the town, and has also to cross the Colombo Lake at two points, with an embankment and bridge in each case. Beyond this the work becomes exceptionally light, the line running along the sea shore over low flat land for almost the entire length to Moratuwa. There are three low bridges on this portion, with abutments and piers of brick, and with wrought-iron girders. Two of these bridges have spans of 40 feet, the other having spans of 21 feet. The sum voted for the construction of this line was 70,000*l.*, and the district through which it runs being thickly populated, a large passenger traffic is expected.

No other railway has yet been determined upon, but surveys are being made for the following lines:—

(1.) An extension of the *main line* from Kandy to Mátalé, a distance of about 18 miles.

(2.) A continuation of the *branch line* from Náwalapitiya to Uva, a distance of from 70 to 90 miles.

(3.) A continuation to Kalutara, a distance of about 14 miles, of the line now being constructed to Moratuwa.

(4.) A short line of about 4 miles in length from the Colombo harbour to Mattakkuliya.

At the 31st December 1875 the main line and its branches were worked by 31 locomotives, being in the proportion of 1 locomotive to every 3 miles of railway open. There were 6 passenger, 19 goods, 4 incline, and 2 shunting locomotives. The 4 bank-engines are exclusively employed in working the Kadugannáwa incline at a slow speed.

The number of vehicles employed in passenger trains was 71, and in goods trains 369. The goods traffic consists almost entirely of coffee, rice, and artificial manure. Wood is to a large extent used as fuel for locomotives, the consumption of fuel last year having been 2,600 tons of coal, and 31,000 cubic yards of wood, 10 cubic yards of the wood being equivalent to 1 ton of coal. Bank-engines working at their full power, ascending the Kadugannáwa incline, consume 1 cwt. of coal per mile, and evaporate 1,400 gallons of water in the 12 miles ascent.

The *main line* was completed and opened for traffic throughout on the 1st August 1867. The capital account was closed within five months of the date of the opening of the line, and since that time all new works have been paid for out of revenue. The cost per mile of railway constructed was 24,371*l.*; and, at the date of closing the account, the expenditure amounted to 1,738,483*l.* In the year 1875 the net earnings of this line amounted to 176,604*l.*, or to 10·2 per cent. on the capital expended. The capital expenditure on the *Náwalapitiya branch*, which is not quite finished, up to the 31st December 1875, amounted to 258,991*l.*, and the line will probably be entirely completed for a sum not exceeding 272,000*l.*, equal to 16,000*l.* per mile. The net earnings of this railway for the year 1875 amounted to 14,918*l.*, or to 5·8 per cent. on the capital expenditure.

The following statement shows the amount of traffic and of the receipts from each source for the year ended 31st December 1875, on the lines open for traffic :—

	Length of Line open.	Number of Passengers carried.	Quantity of Goods conveyed.	Miles travelled by Trains.	Receipts.			
					From Passenger Traffic.	From Goods Traffic.	From Miscellaneous Sources.	Total.
	Miles.		Tons.		£	£	£	£
Main Line (Colombo to Kandy)	74½	*858,094	*193,239	312,256	59,244	194,127	3,721	257,092
Náwalapitiya Branch	17			65,414	14,691	16,132	350	31,173
Total	91½	858,094	193,239	377,670	73,935	210,259	4,071	288,265

* Not separately stated.

The total working expenditure of the main line, exclusive of the expenditure out of revenue on new works, amounted to 80,488*l.*, and of the branch line to 16,255*l.*, giving a total of 96,743*l.* The net profit on the main line was, therefore, 176,604*l.*, and on the branch line, 14,918*l.*; and the proportion of expenditure to receipts was for the main line 31 per cent., and for the branch line 52 per cent. The receipts per open mile amounted to 3,451*l.* on the main line, and to 1,834*l.* on the branch line; the expenses to 1,080*l.* on the main line, and to 956*l.* on the branch line; and the net profit to 2,371*l.* on the main line, and to 878*l.* on the branch line. The receipts, expenses, and net profit per train-mile were for the main line, 197·6*d.*, 61·9*d.*, and 135·7*d.*, respectively; whilst for the branch line they were 114·3*d.*, 59·6*d.*, and 54·7*d.*, respectively.

Dominion of Canada.*

The total length of railways open for traffic in the Dominion of Canada on the 30th June 1875 was 4,443 miles. There were further 343 miles in the United States belonging to Canadian companies; but 124 of the 4,443 miles of railway in the Dominion of Canada were leased to United States companies. Of the total of 4,786 miles worked in connection with the Dominion railways, 2,055 miles were laid with steel rails, and 2,731 miles with iron rails. One portion of a railway has a double line of way for 79 miles, viz., the Great Western, between Glencoe and Windsor. Steel rails are being generally

* This information has been compiled from the Report and Statistics by Mr. Brydges, General Superintendent of Government Railways in Canada.

The sterling amounts in this statement have been converted from Canadian currency at the rate of 4*s.* 2*d.* per dollar.

substituted for iron rails on the more important lines. The gauges of the 4,443 miles of railway open for traffic within the Dominion were as follows:—

	Ft.	in.	Miles.
Constructed with a gauge of	5	6	664
,, ,,	4	8½	3,211
,, ,,	3	6	568
Total			4,443

There were also 40 miles of railway with a gauge of 4 ft. 8½ in., which, although completed, were not open for traffic on the 30th June 1875; and in addition there were 2,331 miles under construction at that date, 2,233 miles with a gauge of 4 ft. 8½ in., and 98 miles with a gauge of 3 ft. 6 in. If these lines are completed and opened for traffic, there will be a total length of 6,814 miles of railway in the Dominion of Canada. Several companies have obtained charters for the construction of railways, other than the foregoing, in various parts of the Dominion, many of them having received promises of aid from the different Provincial Governments and from the Municipalities through which their lines will pass. The following is a statement of the expenditure of the Dominion and Local Governments, and of the Municipalities, for railway purposes up to the 30th June 1875, as far as regards those lines which were open for traffic or actually under construction at that date, but not including railways which had not been commenced:—

	£	£
Dominion Government		12,568,942
Provincial Governments:		
Ontario	565,875	
Quebec	715,535	
New Brunswick	194,167	
Nova Scotia	251,042	
Total Provincial Governments		1,726,619
Municipalities in the Provinces of:		
Ontario	1,140,536	
Quebec	770,417	
New Brunswick	35,104	
Nova Scotia	33,242	
Total Municipalities		1,979,299
Total		16,274,860

The above includes all loans or grants to the Grand Trunk, Northern, Windsor and Annapolis, &c. Railway companies; as well as the outlay upon the Intercolonial and Prince Edward's Island Railways, and the surveys and portions of Pacific Railway which were under construction on the 30th June 1875, &c.

The year 1875 being the first in which any attempt at collecting general statistics with regard to the capital, traffic, receipts, and expenditure, &c. of railways in the Dominion of Canada was made, the returns are necessarily incomplete to a great extent. Those relating to the amount of capital raised and the cost of construction, the numbers of passengers and the tonnage of goods conveyed, and the train-mileage, can none of them be relied upon for accuracy. The returns relating to the receipts and working expenses are in a more satisfactory state. From these it appears that the total receipts of the Canadian railways for the year ended the 30th June 1875, exclusive of the lines in the Dominion which were leased to United States companies, but inclusive of those in the United States owned by Canadian companies, amounted to 4,036,699*l*. The total working expenditure for the same period and for the same lines was 3,286,569*l*. These amounts were made up in the following manner:—

Receipts:	£
From passenger-traffic	1,331,190
,, goods-traffic	2,502,184
,, mails and express traffic	142,953
,, miscellaneous sources	60,372
Total receipts	4,036,699

Expenditure:	£
For maintenance of way and works -	739,288
„ locomotive power - - -	974,848
„ repairs, &c. of carriages and waggons	321,585
„ general and operating expenses -	1,177,725
Unclassified expenditure	73,123
Total expenditure -	3,286,569

The net profit was, therefore, 750,130*l.*; the proportion of expenditure to receipts being 81 per cent. The total amount of the bonded debt of the railways, the receipts and expenditure of which are given above, is stated to be about 14,700,000*l.*; so that the net profit would suffice to pay interest on that amount at the rate of about 5 per cent., leaving nothing for the share capital or the loans from the different governments and the municipalities. The length of the railways for which the receipts and expenditure are stated was 4,662 miles. The receipts per open mile were, therefore, 856*l.*, the working expenses 705*l.*, and the net profit 161*l.*

The number of engines employed upon the 4,662 miles of railway above mentioned was 971, or about 1 to every 5 miles; the number of passenger vehicles was 986, or about 1 to every $4\frac{3}{4}$ miles; the number of vehicles for the conveyance of minerals (coal and iron ore) was 1,050, of which 900 were on the Intercolonial Railway; and the number of other vehicles, including platform cars, was 19,171, or about 4 to every mile.

There are 4,781 level crossings, 126 of which are guarded by watchmen; and 312 overhead bridges over the different lines of railway, varying in height from 15 ft. 6 in. to 30 ft. above the level of the rails. There are also, 58 level crossings of other railways, 95 junctions with other railways, and 52 junctions with branch lines. The radius of the sharpest curve is 400 feet, which occurs on the Prince Edward's Island Railway, a line constructed with a gauge of 3 ft. 6 in. The sharpest curve on a railway with a gauge of 4 ft. $8\frac{1}{2}$ in. has a radius of 442 feet.

There were several small lines of railway in connection with the collieries of Nova Scotia and Cape Breton, which were used exclusively for the carriage of coal, &c. from the mines. The total length of these lines on the 30th June 1875 was 110 miles, 41 miles being in Nova Scotia, and 69 miles in Cape Breton; and the total number of engines employed upon them was 30, and of mineral waggons 1,430.

India.

The following information relative to railways in India has been compiled from the Report* of Mr. Danvers, for the year 1875.

There were, exclusive of sidings, 6,461 miles of railway open for traffic on the 31st December 1875, of which 769 miles were laid with two or more lines, and 5,692 miles with a single line of rails. Of this total, the length of the Guaranteed Railways was 5,710 miles, of which 769 miles were laid with two or more lines, and 4,941 miles with a single line; and the length of the State Railways was 751 miles of single line.

The total amount of capital expended on the State lines up to the 31st December last was 12,070,135*l.*, and on the Guaranteed lines up to the 31st March last 93,720,794*l.* The amount of capital raised by the Companies under the guarantee at the 31st March last was 95,072,441*l.*, divisible in the following manner:—

		£	£
Share Capital	at $4\frac{1}{2}$ per cent. -	500,000	
	„ $4\frac{3}{4}$ „ -	1,273,802	
	„ 5 „ -	81,923,520	
			83,697,322
Debentures	„ 4 „ -	2,031,350	
	„ $4\frac{1}{4}$ „ -	2,096,400	
	„ $4\frac{1}{2}$ „ -	183,450	
	„ 5 „ -	1,380,370	
			5,691,570
Debenture-stock	„ 4 „ -	3,204,878	
	„ $4\frac{1}{2}$ „ -	1,925,000	
			5,129,878
Capital not bearing Interest - - -			553,671
Total - -			95,072,441

* Parliamentary Paper, C. 1584 of Session 1876.

The total amount advanced by the Government to the different Companies on account of guaranteed interest up to the 31st December last was 56,924,522*l.*, the sums advanced during 1875 having amounted to 4,650,346*l.* Of the total sum of 56,924,522*l.*, 31,230,932*l.* had been repaid by the Companies up to the 30th June 1875, the interest for the half-year ended at that date not being paid until the succeeding half-year; the net amount advanced up to the 30th June 1875 was, therefore, 25,693,590*l.*

During the year ended 31st December 1875, the gross receipts of the railways in India amounted to 7,299,247*l.*, the receipts of the Guaranteed lines having been 7,001,066*l.*, and of the State lines 298,181*l.* These amounts were made up in the following manner:—

——	From Passenger-Traffic.	From Goods-Traffic.	From Miscellaneous Sources.	Total.
	£	£	£	£
Guaranteed Railways - - -	2,335,087	4,446,715	219,264	7,001,066
State Railways - - - -	118,049	173,243	6,889	298,181
Total - -	2,453,136	4,619,958	226,153	7,299,247

The receipts from passenger-traffic formed 34 per cent., those from goods-traffic 63 per cent., and those from miscellaneous sources 3 per cent. of the gross receipts; whilst the proportions for the State lines were 40 per cent., 58 per cent., and 2 per cent., respectively.

The following is a statement of the traffic upon the Indian Railways during the year ended 31st December 1875:—

——	Passenger-Traffic.		Goods-Traffic.			Total Train-Mileage of Passenger and Goods Traffic.
	Number of Passengers conveyed (exclusive of Season and Periodical Ticket-Holders).	Number of Season and Periodical Ticket-Holders.	Number of Live-Stock conveyed.	Number of Tons of Minerals conveyed.	Number of Tons of General Merchandise conveyed.	
Guaranteed lines -	24,395,721	17,466	504,987	574,996	3,954,476	16,676,274
State lines - -	2,373,857	23	634	4,978	392,708	937,448
Total - -	26,769,578	17,489	505,621	579,974	4,347,184	17,613,722

The ton-mileage of the goods-traffic (expressed in the number of tons moved one mile), was 905,697,218, 94,906,962 representing the amount of mineral-traffic, and 810,790,256 the general merchandise-traffic.

The working expenditure during the year ended 31st December 1875 amounted on the Guaranteed lines to 3,445,226*l.*, and on the State lines to 226,827*l.*, giving a total for all the Indian Railways of 3,672,053*l.* The details of this expenditure, and the proportion per cent. which each of the various branches bore to the total, were as follows:—

Branches of Expenditure.	Amount.			Proportion per Cent. of Total Expenditure.		
	Guaranteed Lines.	State Lines.	Total.	Guaranteed Lines.	State Lines.	Total.
	£	£	£			
Maintenance and renewal of way and works - - -	831,667	60,166	891,833	24·14	26·52	24·29
Locomotive power - - -	1,113,440	72,566	1,186,006	32·32	31·99	32·30
Repairs and renewals of carriages and waggons - - -	349,660	13,563	363,223	10·15	5·98	9·89
Coaching and merchandise - -	646,754	49,446	696,200	18·77	21·80	18·96
Collection and delivery of goods -	27,700	294	27,994	·80	·13	·76
Rates and taxes - - -	10,617	80	10,697	·31	·04	·29
Compensation for personal injury and for damage and loss of goods	9,152	4,439	13,591	·27	1·96	·37
Legal and parliamentary expenses -	5,228	8	5,236	·15	—	·14
Miscellaneous working expenditure not included in the foregoing -	451,008	26,265	477,273	13·09	11·58	13·00
Total - - -	3,445,226	226,827	3,672,053	100·00	100·00	100·00

The net revenue of the Indian Railways for the year ended the 31st December 1875, amounted to 3,627,194*l.*, the profit on the Guaranteed lines being 3,555,840*l.*, and on the State lines 71,354*l.* The proportion of working expenditure to gross receipts was 50 per cent.; on the Guaranteed lines it was 49 per cent.; and on the State lines 76 per cent.

The receipts, expenses, and net revenue per open mile were 1,129*l.*, 568*l.*, and 561*l.*, respectively; on the Guaranteed lines they were 1,226*l.*, 603*l.*, and 623*l.*; and on the State lines, 397*l.*, 302*l.*, and 95*l.* The train-mileage receipts, expenditure, and net revenue for all the railways in India were 99·4*d.*, 50·0*d.*, and 49·4*d.*, respectively. The receipts per train-mile on the Guaranteed railways were 100·8*d.*, and on the State lines 76·3*d.*; and the expenses per train-mile on the Guaranteed lines were 49·6*d.*, and on the State lines 58·1*d.*; so that the net revenue per train-mile on the Guaranteed lines was 51·2*d.*, and on the State lines 18·2*d.*

In considering the foregoing returns of revenue and expenditure, certain exceptional circumstances must be borne in mind. During the latter portion of the year 1875 the passenger-traffic was considerably augmented by the numbers of people who assembled at various places to greet His Royal Highness the Prince of Wales; but the depressed state of trade had an injurious effect generally upon the whole of the railway traffic. Great damage having been done by floods, a large amount had to be expended upon increased protective works, and for repairs and restorations. It is doubted whether the whole of the sums so expended were strictly chargeable against revenue, but the effect was to enlarge the expenditure on revenue account considerably.

As regards the rolling-stock employed upon the Indian Railways during the year 1875, the number of locomotive-engines was 1,234, or about 1 to every 5 miles of line open for traffic; of passenger-carriages 3,223, or about 1 to every 2 miles; and of goods-waggons 25,457, or nearly 4 per mile. On the State lines the number of locomotives in use was 104, or about 1 to every 7 miles; of passenger-vehicles 329, or 1 to every $2\frac{1}{4}$ miles; and of goods-waggons 1,692, or about $2\frac{1}{4}$ per mile. On the Guaranteed lines the number of locomotives was 1,130, of passenger-vehicles 2,894, and of goods-waggons 23,765, the numbers per mile of line open being the same as those stated for the whole of the Indian Railways.

Mention may here be made of the steam flotilla on the Indus, which, during the year 1875, carried 9,860 passengers and 41,466 tons of goods. The receipts from this traffic amounted to 85,030*l.*, of which 6,482*l.* was on account of passengers, and 78,548*l.* on account of goods. The total working expenditure was 67,870*l.*, so that the net revenue amounted to 17,160*l.*, and the proportion of expenditure to gross receipts was 80 per cent.

Returns to a later date than the 31st December show that 6,497 miles of railway were open for traffic, of which length 5,728 miles were constructed with a single line of rails, and that 2,978 miles remained to be finished. The gauge on 5,676 miles of the extent of line open for traffic was 5 ft. 6 in.; 794 miles having a gauge of 3 ft. $3\frac{3}{8}$ in., and 27 miles a gauge of 4 ft. Of the length of railway remaining to be finished, 503 miles were either in course of construction or proposed to be constructed by the Guaranteed Companies, and 2,475 miles by the State. The total length of sidings in existence on the 31st December 1875 was 947 miles, the extent owned by the Guaranteed Companies being 884 miles, and by the State 63 miles.

Mr. Danvers, the Government Director of Indian Railway Companies, who, in 1875, personally visited all the railways in India, concludes his Report as follows:—"The impressions left after a personal inspection of the railways are briefly these,—That they are conferring immense benefits on the country; that they are upon the whole in good condition, and carefully managed; that they may do more than has hitherto been done for the development of traffic, and for the increase of profits; that a decrease in the rates of some of the present charges for conveyance, and an increase of facilities would assist to accomplish these objects; that measures of this description have been and are still being taken; that close attention is required to the expenses of working and maintenance in order to secure economy; that the extension of the present system, and the construction of light feeders is much to be desired, whenever the state of the finances of the country admits of the necessary expenditure."

Jamaica.

There were 25½ miles of railway open for traffic in Jamaica on the 31st December 1875, of which 12 miles, between Spanish Town and Old Harbour, were opened in 1869, and the remainder from Kingston to Spanish Town, and thence to the Angels, in 1845. The country through which the line passes being in general nearly level, there are no embankments or cuttings of any importance, and there are no steep gradients or sharp curves. All the bridges and culverts are formed with timber, excepting the bridge over the Rio Cotre, which has iron lattice girders of about 90 ft. span. The gauge is 4 ft. 8½ in. No extension of railways has been determined upon or is under construction.

The total amount of capital raised for the purposes of this railway was 240,000*l.*; 180,000*l.* being for the old line, and 60,000*l.* for the extension from Spanish Town to Old Harbour. No dividends have been paid upon this capital since 1869, the net profits having been devoted to paying off the above-mentioned 60,000*l.* During the year ended on the 25th September 1875 there were carried upon the railway 117,169 passengers, and 20,031 tons of general merchandise; in addition to which there were also conveyed live stock of various descriptions to the number of 1,644, besides 165 carriages, 115,100 bundles of wood, and 397,081 bundles of grass. The total revenue in 1875 amounted to 23,024*l.*, and the working expenses to 15,510*l.*; so that 67 per cent. of the gross receipts were expended in earning them, and a net profit of 7,514*l.* remained. The gross receipts per mile of line open amounted to 903*l.*, the working expenditure to 608*l.*, and the net profit to 295*l.*

With regard to railway requirements, it is generally considered that an extension from Old Harbour to Porus, a distance of about 25 miles, would be advantageous to the public, and would give a fair return for the outlay.

Mauritius.

The total length of railway open for traffic in the Mauritius on the 31st of December 1875 was 66 miles. There were two lines, viz., the North line, 31 miles in length, and the Midland line, 35 miles in length. The gauge is 4 ft. 8½ in.

Port Louis, the capital of the island, is situated almost in the centre of the two lines. The North line passes through a sugar-growing country devoid of towns, and terminates at a small fishing-village. The ruling gradient is 1 in 80. There are 12 stations in the 31 miles, or about 1 to every 2½ miles. There are also three iron-girder bridges, of 80 feet span; one viaduct, 590 feet in length, on screw piles; and 65 level-crossings of public roads or for occupation purposes, at 42 of which gate-keepers are stationed. The Midland line starts from the central station at Port Louis, passes over the table-land of the island, and proceeds in a south-easterly direction to Mahébourg, a small village and military post. The ruling gradient is 1 in 27, and there is a total rise of 1,822 ft. in 16 miles. Of the total length of 35 miles, the length of straight line is 89,467 ft., whilst there is a length of 24,165 ft. with curves varying in radius from 950 to 1,950 ft., of 49,710 ft. with curves varying in radius from 2,000 to 3,600 ft., and of 25,560 ft. with curves of above 4,000 ft. radius. There are 15 stations upon the line, or about 1 to every 2¼ miles; two bridges, 630 and 290 ft. in length respectively, and 75 public road or occupation level-crossings, at 50 of which gate-keepers are stationed.

There were also 4½ miles of railway under construction on the 31st December 1875, to form the first portion of a branch from the Midland line towards the south of the Savanne district. This branch will ultimately be 11 miles in length.

The gross receipts increased from 78,027*l.* in 1866 to 118,954*l.* in 1875, which latter year showed a decrease of about 10,000*l.* on 1874. It was estimated, on the construction of the North line in 1863, that the traffic in sugar would be very considerable; but owing to a succession of droughts the production of the Windward portion of the island, through which the line passes, was very seriously diminished. The quantity of merchandise conveyed upon this line decreased from 36,848 tons in 1869 to 24,052 tons in 1875. Similar reasons, aggravated by a serious epidemic of fever in 1867, caused a reduction in the number of passengers using the line from 549,948 in 1866 to 392,435 in 1875. The traffic on the Midland line has, on the other hand, very much increased since its opening in 1865. A large extent of forest land having been put under sugar cultivation, the total quantity of merchandise conveyed increased from 14,042 tons in 1868 to 26,303 tons in 1875. Since the fever epidemic, many persons previously inhabitants of Port Louis have taken advantage of this line to reside in the higher and cooler parts of the island. The number of passengers carried consequently increased from 360,624 in 1868 to 696,296 in 1875.

A very fertile portion of the island is still unprovided with railways, in the Moka and Trois-Islots districts; and it is believed that a branch, about 11 miles in length, which might be constructed at a moderate rate per mile, would be a valuable feeder to the Main line.

Natal.

There were about 5½ miles of railway open for traffic in this colony on the 31st December 1875, constructed with a single line of rails, and on a gauge of 4 ft. 8½ in. The line runs through a perfectly level and for the most part sandy country, and connects the point or landing place at Port Natal with Durban and the Ungeni River, near its mouth. From the point to Durban, a distance of about 2 miles, the line is the property of a Company, and from Durban to the Ungeni it is the property of, and was constructed by, the Government. The portion of the line belonging to the Government is, however, leased to the Company owning the remainder, and who therefore work the line throughout.

In addition to this line, 119 miles of railway had been determined upon up to the 31st December 1875, and a loan of 1,200,000*l.* has been approved by the Legislative Council, to be raised for the purpose of carrying on the works under contract. The following are the lines proposed to be constructed under this contract:—

I. *Main Line.*—From Durban to Pietermaritzburg, total length, 78 miles.

II. *North Coast Line.*—From the present terminus at the Ungeni to the town of Verulam. Total length, 28 miles.

III. *South Coast Line.*—From a point on the main line, 4½ miles from Durban, to the village of Isipingo. Total length, 13 miles.

The loan also provides for the construction of a line to replace the existing one from the Point to Durban, to be a junction with the Main and North Coast lines; but this railway is not included in the contract which has been entered into for the construction of those above mentioned. The whole of these railways are to be single lines, and the gauge is to be 3 ft. 6 in. throughout. Surveys have also been made for a line of railway to connect Pietermaritzburg with the Transvaal, passing through the Newcastle district, where good coal exists in large quantities.

Natal is very much in need of railways. The roads are bad and difficult to keep in repair, and transport, carried on almost exclusively by waggons drawn by oxen, is necessarily very slow. Above all, the agricultural and mineral wealth of the colony cannot be properly developed without the aid of railways opening up the remote districts. There is every probability that in a few years Natal will possess a system of railways which will exercise a beneficial influence upon its commerce and industries, and afford easy communication with the Transvaal and the Orange Free States.

New Zealand.

The following statement shows the length of railways determined upon, open for traffic, under construction, and not commenced, in New Zealand on the 31st December 1875:—

Portion or Section of Railway.	Determined upon.	Open for traffic on 31st December 1875.	Under Construction at 31st December 1875.	Length for which Money has been voted by Parliament, but works not commenced on 31st December 1875.
North Island:—	Miles.	Miles.	Miles.	Miles.
Kawa Kawa Coal Railway	8	—	—	8
Kaipara, southward	38	16	—	22
Auckland „	106	46	51	9
Waitara „	20	11	—	9
Wanganui, northward	9	—	8	1
„ southward	58	—	34	24
Foxton Branch	25	—	25	—
Wellington, northward	69	14	31	24
Napier, southward	58	18	27	13
Total North Island	391	105	176	110
Middle Island:—				
Picton, southward	17	17	—	—
Nelson „	19	—	19	—
Buller coal railway	19	—	10	9
Grey „ „	7	—	7	—
Lyttleton to Amberley	40	36	4	—
Addington Junction to the Bluff	389	213	118	58
Invercargill to Kingston	87	41	28	18
General Government branch lines	124	97	22	5
Canterbury „ „	26	9	17	—
Otago „ „	106	24	62	20
Total Middle Island	834	437	287	110
Summary.				
North Island	391	105	176	110
Middle „	834	437	287	110
Total New Zealand	1,225	542	463	220

All the railways in New Zealand have a single line of way only, and are constructed to a gauge of 3 ft. 6 in., with the exception of the line from Lyttleton to Amberley, which has a gauge of 5 ft. 3 in. All the foregoing lines form portions of a comprehensive system of railways for the whole colony which was proposed to and adopted by the General Assembly in 1871, and which is now in course of construction. This proposed system consists of:—

North Island:

1st. Main trunk line from Kaipara to Wellington.
2nd. A branch from Napier to join the main line.
3rd. A branch from New Plymouth to join the main line.
4th. A coal railway from the mines at Kawa-Kawa to the Port.

Middle Island:

1st. Main trunk line from the Bluff to Picton, bifurcating to Nelson.
2nd. A branch from the main line to Kingston, on Lake Wakatipu.
3rd. A branch to the West Coast.
4th. Several small branches for local traffic.
5th. Coal railways from the Grey and Buller mines.

The Provincial Governments of Otago and Canterbury have also constructed some branch railways which are included in the foregoing table of mileage. Before 1871, when the General Government undertook the construction of railways, the Provincial Government of Otago had already made a line from the Bluff to Winton, a distance of 39 miles. The Provincial Government of Canterbury had also constructed 29 miles of railway from Lyttleton through Christchurch, and then running southwards. The

only engineering work of importance on these lines is the Moorhouse tunnel between Lyttleton and Christchurch, which is 2,850 yards in length and through volcanic rock. The works on all the several sections of the General Government railways are of the same general character.

Bridges.—There are about 15 miles of bridging, either built or now in course of construction, of spans varying up to 160 feet. The smaller bridges are entirely of timber. For larger spans the tension members are of wrought iron, and the compression members of timber. The Waitaki Bridge, however, consisting of 110 spans of 33 feet each, is entirely of iron.

Tunnels.—There are about 3½ miles of tunnel 15 ft. high and 12 ft. wide at springing of arch, besides the Moorhouse Tunnel previously mentioned.

Curves and Gradients.—Excepting in Canterbury and Southern Otago, the country through which the lines have been built is very mountainous, and severe curves and gradients have been adopted in order to keep the first cost within reasonable limits. In the South Island the minimum radius of curves is 7½ chains on the main line, and five chains on branches. In the North Island five-chain curves occur on the main lines. The steepest gradient is one in 35, but is not of frequent occurrence. Thirty miles from Wellington there is an incline of one in 15 for 2¼ miles, on which a centre-rail engine will be used.

Rails.—The rails weigh 40 lbs. and 52 lbs. to the yard, except for the less important branch railways, on which they weigh only 30 lbs.

Sleepers.—The sleepers are 7 feet long, and spaced about 2,000 to the mile.

Ballast.—The ballast is 15 inches deep.

Stations.—These are principally of wood, with platforms 1 ft. 6 in. above the rails.

Rolling-Stock :—

Locomotives.—The general type of engine is a six-wheeled tank engine, with cylinders 10½ in. in diameter, and 18 in. stroke, and with wheels 3 ft. in diameter, all coupled. A larger class of engine has 14 in. cylinders and 20 in. stroke, with six wheels coupled, 3 ft. 6 in. in diameter, and a leading two-wheeled bogie. The Fairlie engine, with four cylinders, 10 in. diameter, is also in use for the most curved sections. Smaller engines with four wheels are used on the branch lines.

Carriages.—The carriages have doors at each end and a central passage, the seats being arranged as in an omnibus. They are fitted for first and second class passengers only. They are 31 ft. long, supported on six wheels, the end axles being moveable on a radial arm, and the middle axle having lateral play.

Waggons.—The waggons are 15 ft. long and 7 ft. wide, and fitted to carry five tons. They are on four wheels, with 8 ft. 6 in. of wheel-base; the wheels being 2 ft. 6 in. in diameter, and the tyres of steel. The buffers are central, and 2 ft. 4½ in. above rail level.

The average speed is about 16 miles an hour, including stoppages; the running speed being from 20 to 25 miles an hour.

The quantity of rolling-stock supplied averages about one locomotive for every 10 miles, one carriage for every two miles, and two waggons for every mile.

The average cost of the New Zealand railways constructed by the General Government, including land, rolling-stock, and all departmental and other charges, will be about 6,200*l.* per mile. It has been largely increased by the high price paid for rails The wages of unskilled labourers averages about one shilling per hour.

The system of railways previously described as that which the Government propose to construct will, it is believed, fully meet the requirements of the colony if supplemented by branch lines where necessary. The progress of railway construction in this colony is shown by the following statement of lengths opened for traffic at various dates :—

Opened for traffic up to	31st	December	1863	- 5	miles.
,, ,,	31st	,,	1866	- 20	,,
,, ,,	31st	,,	1867	- 48	,,
,, ,,	31st	,,	1871	- 68	,,
,, ,,	30th	June	1873	- 107	,,
,, ,,	30th	,,	1874	- 157	,,
,, ,,	30th	,,	1875	- 294	,,
,, ,,	31st	December	1875	- 542	,,

Returns for the year ended 30th June 1875 of the receipts, expenditure, &c., of the railways open for traffic in the North Island at that date give the following particulars :—

Length of Line open for traffic on 30th June 1875.	Total Train-mileage.	Gross Receipts from all sources.	Total Working Expenditure.	Net Receipts.	Proportion per cent. of Expenditure to Receipts.
Miles.		£	£	£	
73	87,569	22,034	17,025	5,009	77

The receipts per mile of railway open were thus 302*l.*, the working expenditure 233*l.*, and the net profit 69*l.*; the receipts, expenditure, and net profit per train-mile being 60*d.*, 46*d.*, and 14*d.* respectively.

Complete returns of receipts, expenditure, &c., for the railways open for traffic in the South Island have not yet been received. The following, however, shows those particulars, so far as regards the provinces of Otago and Canterbury, for the year ended 31st March 1875 :—

Provinces.	Gross Receipts from all sources.	Total Working Expenditure.	Net Receipts.
	£	£	£
Canterbury - - -	126,017	106,376	19,641
Otago - - - -	57,850	35,527	22,323
Total - -	183,867	141,903	41,964

The proportion per cent. of expenditure to receipts being 84·4 in the province of Canterbury, 61·4 in the province of Otago, and 77·2 in the two provinces combined.

Tasmania.

There were 167 miles of railway open for traffic in Tasmania on the 31st December 1875. Of this total, the Launceston and Western Railway, 45 miles in length, is the property of the Colonial Government; and the Tasmanian Main line, 122 miles in length, the property of an English limited Company.

The gauge on the Launceston and Western Railway is 5 ft. 3 in. The line runs from Launceston, the chief town and port of Tasmania, through the principal grain-growing districts, to the town of Deloraine, which is the centre of a rich agricultural country. The number of passengers conveyed upon this line during the year 1875 was 92,122, and the total weight of goods 25,837 tons, the train-mileage being 89,650 miles. The gross-receipts during the same period amounted to 19,436*l.*, and the working expenditure to 16,213*l.*, or 83 per cent. of the gross-receipts, a net profit of 3,223*l.* remaining. The receipts per open mile were therefore 432*l.*, the working expenses 360*l.*, and the net profit 72*l.*; the receipts, expenses, and net profits per train mile being 52*d.*, 43*d.*, and 9*d.* respectively. The following statement shows the principal results of working this line, which became the property of the Government in August 1872, for each of the years 1873, 1874, and 1875 :—

Years.	Length of Line open for Traffic.	Total number of Passengers conveyed.	Total quantity of Goods conveyed.	Train-mileage.	Gross Receipts from all sources.	Total Working Expenditure.	Net Receipts.	Proportion per cent of Expenditure to Receipts.
	Miles.		Tons.		£	£	£	
1873	45	82,923	25,283	83,682	17,093	13,652	3,441	80
1874	45	91,264	24,804	85,162	18,325	15,628	2,697	85
1875	45	92,122	25,837	89,650	19,436	16,213	3,223	83

It is proposed to extend the Launceston and Western Railway beyond Deloraine, its present terminus, to the North-west Coast, and thus to give railway facilities to a district which is being rapidly developed. This extension would add 30 miles to its existing length.

Tasmanian Main Line.—The period allowed for the construction of this railway terminated in March 1876. The line runs from Hobart Town to Launceston; the gauge being 3 ft. 6 in., the limit of curves 4 chains radius, and the maximum gradient 1 in 40. The colony guarantees interest at the rate of five per cent. per annum on a sum not exceeding 650,000*l.* for 30 years from the date of the opening of the line, provided the company fulfil certain conditions. The principal of these conditions are, that the company run two trains each way per day over the entire length of the line, one at the rate of 23 miles an hour, and the other at the rate of 10 miles an hour. The railway was partially opened for traffic in October 1875, but the Government could forward no accounts of traffic, receipts, or working expenses, in respect of that portion, for the period of the year 1875 during which it was open.

Summary of Railways in British Empire.

The following statement shows the total number of miles of railway open and working in the British Empire to the most recent dates attainable, but mostly to the 31st December 1875:—

	Miles.	Miles.
United Kingdom		16,658
British Possessions:—		
Australia: New South Wales	437	
Queensland	263	
South Australia	*258	
Victoria	618	
British Guiana	21	
Cape of Good Hope	149	
Ceylon	91½	
Dominion of Canada	4,443	
India	6,461	
Jamaica	25½	
Mauritius	66	
Natal	5½	
New Zealand	542	
Tasmania	167	
Total in British Possessions		13,547½
Total in British Empire		30,205½ miles.

* Includes Railways worked by horse traction.

I have the honour to be,
Sir,
Your most obedient Servant,
H. W. TYLER.

APPENDIX.

No. 1.—Length of Railways open for Traffic on 31st December in each of the Years 1858, 1871, 1872, 1873, 1874, and 1875.

	1858.	1871.	1872.	1873.	1874.	1875.
	Miles.	*Miles.*	*Miles.*	*Miles.*	*Miles.*	*Miles.*
In England and Wales -	7,001	10,850	11,136	11,369	11,622	11,789
„ Scotland - -	1,353	2,538	2,587	2,612	2,700	2,721
„ Ireland - - -	1,188	1,988	2,091	2,101	2,127	2,148
„ United Kingdom -	9,542	15,376	15,814	16,082	16,449	16,658

No. 2.—Comparison of Capital Paid up, Average Interest thereon, Gross Receipts, and Working Expenditure, 1858, 1870, 1871, 1872, 1873, 1874, and 1875.

Year.	1. Ordinary, Preference, and Guaranteed Capital paid up on the 31st December in each Year.			2. Loans and Debenture Stock.	3. Total Capital raised at 31st December.	
	Ordinary.	Preference and Guaranteed.	Total.		Per Mile open.	Amount.
	£	£	£	£	£	£
1858 - -	181,837,781	61,854,547	243,692,328	Loans, 81,683,179	34,099	325,375,507
1870 - -	229,282,150	158,692,084	387,974,234	Loans, 90,713,779 Debenture Stock, 51,220,660	34,106	529,908,673
1871 - -	230,234,058	173,049,413	403,283,471	Loans, 82,095,545 Debenture Stock, 67,282,535	35,944	552,661,551
1872 -	239,039,089	177,764,674	416,803,763	Loans, 66,224,217 Debenture Stock, 85,981,511	35,984	569,047,346
1873 - -	244,449,805	188,127,069	432,576,874	Loans, 55,888,314 Debenture Stock, 99,855,120	36,574	588,320,308
1874 - -	248,528,241	200,930,629	449,458,870	Loans, 49,266,070 Debenture Stock, 111,170,991	37,078	609,895,931
1875 - -	*254,600,732	*212,193,324	466,794,056	Loans, *40,420,754 Debenture Stock, *123,008,684	37,833	630,223,494

Year.	4. Average Interest on Guaranteed and Preference Shares.		4. Average Interest on Loans and Debenture Stock.		4. Average Interest on Total.		5. Gross Receipts from Railway Working.†	6. Total (Railway) Working Expenditure.†		7. Percentage of Net Receipts to Total Share and Loan Capital.
	Rate.	Amount.	Rate.	Amount.	Rate.	Amount.		Amount.	Proportion per Cent. to Gross Receipts.	
		£		£		£	£	£		
1858 -	4·84	2,993,760	4·48	Loans, 3,659,406	4·63	6,653,166	23,956,749	11,738,807	49·	3·75
1870 -	4·54	7,220,100	4·37 4·47	Loans, 3,968,100 Debenture Stock, 2,290,600	4·48	13,478,800	43,417,070	21,193,877	49·	4·19
1871 -	4·51	7,816,202	4·25 4·37	Loans, 3,502,302 Debenture Stock, 2,937,540	4·42	14,256,044	47,107,558	22,632,046	48·4	4·43
1872 -	4·49	7,988,610	4·19 4·34	Loans, 2,774,648 Debenture Stock, 3,734,049	4·39	14,497,307	51,304,114	25,652,753	50·0	4·51
1873	4·48	8,429,611	4·21 4·33	Loans, 2,353,890 Debentures, 4,322,665	4·39	15,106,166	55,675,421	30,060,112	54·0	4·35
1874 -	4·52	9,074,891	4·20 4·32	Loans, 2,071,445 Debentures, 4,798,925	4·41	15,945,261	56,899,498	31,647,517	55·6	4·14
1875 -	4·54	9,634,276	4·18 4·28	Loans, 1,691,161 Debentures, 5,266,555	4·42	16,591,992	58,982,753	32,198,196	54·6	4·25

* No interest whatever was paid in 1875 upon 38,437,941*l.* of ordinary capital, or upon 7,803,540*l.* of preference and guaranteed stock, or upon 48,000*l.* of loans, or 769,464*l.* of debenture stock. The rates of interest are calculated upon the entire amounts, whether paying interest or not.

† Exclusive of steamboat, canal, and harbour receipts and expenses

No. 3.—Proportion of Capital in relation to Rates or absence of Interest.

Ordinary Capital.				Guaranteed Capital.		Preference Capital.		Loans.		Debenture Stock.	
Rates of Dividend.	Amount at each Rate.	Rates of Dividend.	Amount at each Rate.	Rates of Dividend.	Amount at each Rate.	Rates of Dividend.	Amount at each Rate.	Rates of Interest.	Amount at each Rate.	Rates of Interest.	Amount at each Rate.
Per cent.	£	Per cent.	£	Per cent.	£	Per cent.	£	Per cent.	£	Per cent.	£
*Nil.	*2,759,548		*continued.*	*Nil.	*13,116	*Nil.	*123,343	Nil.	48,000	Nil.	769,464
Nil.	35,678,393	4¼	13,825,265	2	101,180	Nil.	7,667,081	3	20,265	1½	66,651
8/10	127,700	4⅜	125,000	2½	2,110,000	1	76,326	3⅓	764,744	1¾	46,915
½	8,350,228	4½	5,849,092	3	714,234	1½	225,310	3¾	639,348	3	105,448
¾	181,698	4⅔	660,000	3¼	366,698	1⅞	5,035,833	4	24,612,322	3¼	421,960
7/10	137,796	4⅞	1,725,370	3½	224,576	2	173,160	4¼	5,848,494	3½	212,735
1	225,040	5	8,384,097	4	14,364,813	2¼	146,580	4⅜	76,597	3 13/20	122,818
1 1/10	1,567,497	5⅛	137,480	4⅛	830,000	2⅜	708,240	4½	4,291,189	4	68,436,094
1 2/10	58,430	5¼	2,150,110	4¼	299,700	2½	1,598,000	4⅝	64,351	4¼	6,276,297
1 29/120	111,650	5 7/16	79,644	4⅓	11,409,674	3	445,383	5	3,624,869	4⅜	10,000
1¼	158,430	5½	4,842,205	4⅜	599,596	3 3/10	20,000	5¼	500	4½	24,583,564
1⅜	252,050	5⅝	12,194,832	4 233/240	45,700	3 5/18	100,000	5½	10,400	4¾	30
1⅓	37,000	6	42,874,633	5	35,282,944	3⅓	75,000	6	408,475	5	19,184,529
1 9/10	36,000	6¼	8,963,120	5⅛	800,000	3¾	100,000	8	11,200	5 1/10	89,052
1 11/16	147,770	6¾	39,344,119	5 23/120	260,050	4	15,477,502			5½	5,650
1¼	696,050	7	2,455,650	5¼	70,000	4¼	359,369	£	40,420,754	6	2,659,477
1 7/8	52,769	7⅛	128,600	5½	914,884	4½	24,942,740			8	18,000
2	49,495	7¼	557,900	5 233/240	60,000	4 161/160	45,000		Average rate of Interest on Loans, 4·18 per cent.		
2⅛	3,442,857	7⅜	70,000	6	5,778,388	5	69,303,985			£	123,008,684
2¼	187,280	7 103/120	638,000	6½	1,141,333	5⅛	2,419,573				Average rate of Interest on Debenture Stock, 4·28 per cent.
2 5/8	75,000	8	204,355	6⅔	600,000	5½	623,260				
2⅜	170,000	8¼	99,918	7	971,674	6	1,990,001				
2⅝	5,866,371	8⅜	19,312,722	7⅞	240,000	6¼	22,500				
2¾	861,540	8¾	40,000	8½	440,570	6⅓	697,109				
3	766,589	8 13/16	60,000	10	50,000	7	171,252				
3⅛	2,022,460	9	575,000	10 1/48	200,000	7⅛	1,112,122				
3⅛	228,675	9 1/16	116,228	11 37/120	21,275	8	227,500				
3⅜	958,841	9½	58,000	11½	2,000	8½	165,000				
3⅝	668,980	9¾	326,765			10	229,840				
3 7/16	830,000	10	477,326	£	77,912,315						
3⅞	293,000	11¼	2,755,300			£	134,281,009				
3⅝	8,600,740	11½	682,240		Average rate of Dividend on Guaranteed Capital, 4·81 per cent.		Average rate of Dividend on Preference Capital, 4·38 per cent.				
4	4,445,715	12 103/120	30,000								
4 3/16	1,014,000										
4⅛	3,798,169	£	254,600,732								
	continued.										

Average rate of Dividend on Ordinary Capital, 4·72 per cent.

Average rate of Dividend on Guaranteed and Preference Capital, 4·54 per cent.

The average rate of Dividend or Interest upon the whole, calculated upon the above amounts, and at the above rates as given in the Annual Return, was 4·54 per cent.

* Capital of Companies whose lines were in course of construction.

No. 4.—Per-centage Proportion of Capital Paid up, Per-centage of Net Receipts to Total Capital, and Average Interest on Preference and Loan Capital, 1858, 1870, 1871, 1872, 1873, 1874, and 1875.

Year.	Per-centage Proportion.				Average Interest on Ordinary Capital.	Average Interest on Preferential Loan, &c., exclusive of Ordinary Capital.	Per-centage of Net Receipts to Total Capital.
	Ordinary Capital.	Preference Capital, Loan, &c.		Total.			
		Guaranteed and Preference.	Loan and Debenture Stock.				
1858 - -	56	Preference, 19	Loan, 25	44	100		4·63	3·75
1870 - -	43	Guaranteed and Preference, 30	Loan, 17 Debenture Stock, 10	57	100		4·48	4·19
1871 - -	42	Guaranteed and Preference, 31	Loan, 15 Debenture Stock, 12	58	100	5·07	4·42	4·43
1872 - -	42	Guaranteed and Preference, 31	Loan, 12 Debenture Stock, 15	58	100	5·14	4·39	4·51
1873 - -	42	Guaranteed and Preference, 32	Loan, 9 Debenture Stock, 17	58	100	4·99	4·39	4·35
1874	41	Guaranteed and Preference 33	Loan, 8 Debenture Stock, 18	59	100	4·49	4·41	4·14
1875 - -	40	Guaranteed and Preference, 34	Loan, 6 Debenture Stock, 20	60	100	4·72	4·42	4·25

No. 5.—Comparison of Receipts.

I.—From Passenger Trains.

		Receipts from Passenger Trains.						
		Receipts from Passengers.					Excess Luggage, Parcels, Carriages, Horses, Dogs, and Mails.	Total by Passenger Trains.
		1st Class.	2nd Class.	3rd Class and Parliamentary.	Holders of Season and Periodical Tickets.	Total.		
		£	£	£	£	£	£	£
England	1858	2,582,163	3,104,726	2,905,439	196,853	8,789,181	1,094,289	9,883,470
	1870	3,329,681	4,364,533	6,177,230	599,520	14,470,964 *4,673	1,856,537	16,332,174
	1871	3,504,124	4,596,317	6,692,971	678,861	15,472,273 *3,853	1,974,321	17,450,447
	1872	3,654,754	3,669,736	8,681,494	777,129	16,783,113 *4,961	2,088,690	18,876,764
	1873	3,687,638	3,438,132	9,940,661	855,024	17,921,455 *2,325	2,263,405	20,187,185
	1874	3,785,187	3,529,619	10,523,286	933,890	18,771,932 *2,904	2,353,343	21,128,179
	1875	3,982,863	3,293,591	11,082,452	1,004,665	19,363,571 *446	2,460,611	21,824,628
Scotland	1858	250,203	174,885	472,598	16,804	914,490	117,310	1,031,800
	1870	363,349	268,189	861,932	59,203	1,552,673	227,979	1,780,652
	1871	379,626	268,108	951,413	70,575	1,669,722	249,881	1,919,603
	1872	397,226	228,531	1,106,163	79,683	1,811,603	276,192	2,087,795
	1873	414,478	240,371	1,222,106	87,024	1,963,979	297,627	2,261,606
	1874	440,437	257,536	1,239,068	96,762	2,033,803	316,790	2,350,593
	1875	466,980	239,710	1,311,324	104,854	2,122,868	337,938	2,460,806
Ireland	1858	170,472	247,766	238,155	16,182	672,575	110,059	782,634
	1870	255,782	292,820	434,565	27,765	1,010,932	178,153	1,189,085
	1871	264,358	303,110	470,920	32,342	1,070,730	181,800	1,252,530
	1872	267,205	299,934	531,104	35,572	1,133,815 *468	188,713	1,322,996
	1873	271,158	306,215	587,821	36,919	1,202,113	202,988	1,405,101
	1874	273,777	312,026	584,251	38,529	1,208,583	206,260	1,414,843
	1875	275,663	309,291	592,053	41,729	1,218,736	210,511	1,429,247
United Kingdom	1858	3,002,838	3,527,377	3,616,192	229,839	10,376,246	1,321,658	11,697,904
	1870	3,948,812	4,925,542	7,473,727	686,488	17,034,569 *4,673	2,262,669	19,301,911
	1871	4,148,108	5,167,535	8,115,304	781,778	18,212,725 *3,853	2,406,002	20,622,580
	1872	4,319,185	4,198,201	10,318,761	892,384	19,728,531 *5,429	2,553,595	22,287,555
	1873	4,373,274	3,984,718	11,750,588	978,967	21,087,547 *2,325	2,764,020	23,853,892
	1874	4,499,351	4,099,181	12,346,605	1,069,181	22,014,318 *2,904	2,876,393	24,893,615
	1875	4,725,506	3,842,592	12,985,829	1,151,248	22,705,175 *446	3,009,060	25,714,681

* Receipts not classified.

II.—From Goods Trains, and Proportion of Receipts from Passenger and Goods Trains.

		Receipts from Goods, &c. Trains.				Total from Passenger and Goods, &c. Trains.	Proportion of Receipts from Passenger and Goods Trains.		
		Minerals.	General Merchandise.	Live Stock.	Total Goods, &c. Trains.		Passenger.	Goods, &c.	Total.
		£	£	£	£	£			
England	1858	3,335,122	6,637,585	387,918	10,360,625	20,244,095	49	51	100
	1870	8,086,386	11,630,753	641,825	20,358,964	36,691,138	45	55	100
	1871	8,610,713	13,056,770	724,464	22,391,947	39,842,394	44	56	100
	1872	9,680,225	14,073,714	744,489	*24,499,414	43,376,178	44	56	100
	1873	10,845,889	15,227,890	801,025	26,874,804	47,061,989	43	57	100
	1874	10,659,110	15,536,890	818,263	27,014,263	48,142,442	44	56	100
	1875	11,376,709	15,755,700	814,882	27,947,291	49,771,919	44	56	100
Scotland	1858	692,893	765,403	46,837	1,505,133	2,536,933	41	59	100
	1870	1,269,003	1,490,883	112,399	2,872,285	4,652,937	38	62	100
	1871	1,360,513	1,631,585	129,784	3,121,882	5,041,485	38	62	100
	1872	1,482,065	1,808,937	140,254	*3,454,975	5,542,770	38	62	100
	1873	1,693,740	1,947,435	146,103	*3,810,829	6,072,435	37	63	100
	1874	1,730,706	1,975,374	155,020	*3,884,424	6,235,017	38	62	100
	1875	1,951,484	1,963,391	174,289	*4,116,925	6,577,731	37	63	100
Ireland	1858	18,046	308,398	66,643	393,087	1,175,721	66	34	100
	1870	37,124	688,560	188,226	883,910	2,072,995	57	43	100
	1871	58,027	729,816	183,306	971,149	2,223,679	56	44	100
	1872	63,867	805,179	193,124	1,062,170	2,385,166	56	44	100
	1873	65,833	872,431	197,632	1,135,896	2,540,997	55	45	100
	1874	60,440	863,658	183,098	1,107,196	2,522,039	56	44	100
	1875	77,090	911,389	215,377	1,203,856	2,633,103	54	46	100
United Kingdom	1858	4,046,061	7,711,386	501,398	12,258,845	23,956,749	49	51	100
	1870	9,392,513	13,810,196	942,450	24,115,159	43,417,070	44	56	100
	1871	10,029,253	15,418,171	1,037,554	26,484,978	47,107,558	44	56	100
	1872	11,226,157	16,687,830	1,077,867	*29,016,559	51,304,114	44	56	100
	1873	12,605,462	18,047,756	1,144,760	*31,821,529	55,675,421	43	57	100
	1874	12,450,256	18,375,922	1,156,381	*32,005,883	56,899,498	44	56	100
	1875	13,405,283	18,630,480	1,204,548	*33,268,072	58,982,753	44	56	100

N.B.—The receipts from rents, tolls, navigations, steamboats, &c. are not included in the above.
* Including receipts not classified.

No. 6.—Comparison of Receipts per Mile of Railway open from Passenger Trains, 1858, 1870, 1871, 1872, 1873, 1874, and 1875.

		1st Class.	2nd Class.	3rd Class and Parliamentary.	Mixed, Season Ticket Holders, and Excess Fares.	Total.	Excess Luggage, Parcels, Carriages, Horses, and Dogs.	Mails.	Total Receipts from Passenger Trains.
		£	£	£	£	£	£	£	£
In England	1858	375	451	422	28	1,276	112	46	1,434
	1870	301	395	559	54	1,309	132	37	1,478
	1871	323	423	617	63	1,426	144	38	1,608
	1872	328	320	779	69	1,507	149	38	1,694
	1873	324	303	874	75	1,576	160	39	1,775
	1874	326	304	905	81	1,616	164	38	1,818
	1875	338	279	940	85	1,642	170	39	1,851
In Scotland	1858	192	134	363	13	702	45	45	792
	1870	144	106	342	23	615	59	32	706
	1871	149	106	375	27	657	63	36	756
	1872	153	88	427	31	700	69	38	807
	1873	159	92	468	33	752	75	39	866
	1874	163	95	459	36	753	78	39	870
	1875	172	88	482	38	780	83	41	904
In Ireland	1858	151	219	211	14	595	40	57	692
	1870	129	149	220	14	512	44	46	602
	1871	133	152	237	16	538	45	47	630
	1872	127	148	254	17	542	45	45	632
	1873	129	146	280	17	572	49	47	668
	1874	129	147	274	18	568	48	49	665
	1875	128	144	276	19	567	48	50	665
In the United Kingdom	1858	322	379	386	25	1,112	94	47	1,253
	1870	254	317	481	44	1,096	102	37	1,235
	1871	259	336	528	51	1,184	118	38	1,340
	1872	273	265	652	66	1,254	122	39	1,409
	1873	272	248	730	61	1,311	132	40	1,483
	1874	273	249	751	65	1,338	135	40	1,513
	1875	284	231	779	69	1,363	140	40	1,543

No. 7.—Comparison of Numbers of Passenger-Journeys, and Tonnage of Goods and Minerals conveyed, 1858, 1870, 1871, 1872, 1873, 1874, and 1875.

		PASSENGERS.					Minerals.	General Merchandise.
		1st Class.	2nd Class.	3rd Class and Parliamentary.	Total.	Holders of Season or Periodical Tickets.	Tons.	Tons.
England	1858	15,162,796	36,199,373	64,568,572	115,940,741	26,216	21,687,649	38,298,709
	1870	27,004,386	66,736,823	194,891,712	288,632,921	118,110	—	—
	1871	30,092,538	73,011,105	225,449,303	328,552,946	139,041	*81,412,357	58,978,558
	1872	32,015,513	64,963,939	275,470,771	372,450,223	217,838	88,038,840	41,363,265
							23,071,086†	
	1873	32,474,219	62,866,761	306,124,106	401,465,086	257,470	93,227,065	44,987,591
							24,605,674†	
	1874	33,099,105	64,329,821	325,655,015	423,083,941	‡438,523	91,586,342	45,120,401
							24,215,257†	
	1875	37,136,435	63,036,442	350,859,764	451,032,641	‡508,854	95,661,394	46,796,973
							26,517,376†	
Scotland	1858	1,983,821	2,150,334	10,647,854	14,782,009	6,959	2,895,916	9,040,003
	1870	3,124,350	3,372,238	20,550,276	27,046,864	23,462	—	—
	1871	3,600,786	3,687,070	23,832,018	31,119,874	31,776	20,337,781	5,722,387
	1872	3,721,361	3,324,614	27,051,208	34,097,183	35,233	17,966,430	5,754,938
							45,682†	
	1873	3,952,419	3,499,983	30,060,394	37,512,796	37,707	18,878,783	6,097,161
	1874	4,261,473	3,769,485	30,189,934	38,220,892	36,786	18,417,411	6,078,329
	1875	4,653,714	3,322,607	31,092,611	39,068,932	‡67,666	21,431,072	6,308,622
Ireland	1858	1,155,767	3,343,582	3,929,038	8,428,387	19,387	1,071,055	130,064
	1870	1,710,355	4,044,052	8,750,206	14,324,613	14,831	—	—
	1871	1,948,875	4,323,765	9,275,294	15,547,934	17,575	422,326	2,441,289
	1872	1,941,664	4,171,009	10,214,743	16,327,416	19,271	489,571	2,076,236
							496,073†	
	1873	1,884,116	3,960,684	10,497,506	16,342,306	19,402	512,850	2,299,252
							345,081†	
	1874	1,914,181	4,163,657	10,457,740	16,535,578	18,648	498,788	2,269,367
							352,957†	
	1875	1,918,737	4,166,122	10,788,802	16,873,661	‡20,737	679,100	2,675,114
United Kingdom	1858	18,302,384	41,693,289	79,145,464	139,141,137	52,562	25,654,620	47,469,676
	1870	31,839,091	74,153,113	224,012,194	330,004,398	156,403	—	—
	1871	35,642,199	81,021,940	258,556,615	375,220,754	188,392	*102,222,464	67,142,234
	1872	37,678,538	72,459,562	312,736,722	422,874,822	272,342	106,494,841	49,194,439
							23,612,841†	
	1873	38,310,754	70,327,428	346,682,006	455,320,188	314,579	112,618,698	53,384,004
							24,950,755†	
	1874	39,274,759	72,262,963	366,302,689	477,840,411	‡493,957	110,502,541	53,468,097
							24,568,214†	
	1875	43,708,886	70,525,171	392,741,177	506,975,234	‡597,257	117,771,566	55,780,709
							26,517,376†	

N.B.—The tonnage returned by the Companies was so incomplete that it is impossible to give an accurate total for 1870.
* The tonnage of Minerals in the case of the London and North Western Railway is included in General Merchandise.
† Not classified.
‡ Including workmen's weekly tickets.

No. 8.—Comparison of Expenditure and Receipts per Train-Mile for the Years 1858, 1870, 1871, 1872, 1873, 1874, and 1875, of the following Railway Companies.

—		Expenditure per Train Mile.						Receipts per Train Mile.			Proportion per Cent. of Expenditure to Receipts.
		Maintenance of Way.	Locomotive and Rolling Stock.*	Traffic and General Charges.	Rates and Taxes, Government Duty.	Miscellaneous.	Total.	From Passenger Trains.	From Goods, &c, Trains.	Total.	
		d.	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	
Bristol and Exeter	1858	9·86	14·79	8·44	4·74	5·18	42·01	79·80	142·52	93·09	46
	1870	7·09	11·53	11·91	3·35	1·71	35·59	68·47	86·86	74·25	48
	1871	7·22	11·07	11·96	3·25	1·51	35·01	70·01	81·30	73·87	47
	1872	6·39	12·89	12·22	3·26	0·69	35·45	69·81	83·75	74·52	47
	1873	7·12	15·17	12·70	3·15	0·34	38·48	71·62	86·80	76·87	50
	1874	8·24	14·31	12·17	3·10	0·43	38·25	67·86	81·21	72·39	53
	1875	7·09	13·02	12·14	2·96	1·34	36·55	65·97	73·07	68·47	53
Caledonian	1858	3·49	10·89	6·24	4·74	1·40	26·76	62·34	61·39	61·74	43
	1870	5·29	9·52	7·46	1·58	1·28	25·13	41·21	56·11	49·74	50
	1871	5·24	10·01	7·86	1·41	1·36	25·88	45·77	58·67	52·45	49
	1872	5·01	12·05	8·57	1·37	2·07	29·07	43·48	64·72	55·55	52
	1873	5·55	14·53	9·41	1·39	1·74	32·62	46·70	67·81	58·99	55
	1874	6·96	14·36	10·34	1·52	1·59	34·77	52·43	69·10	62·56	56
	1875	6·49	11·81	10·48	1·69	1·38	31·85	55·28	67·88	63·02	51
Great Eastern	1858	5·89	11·37	9·63	2·81	4·23	33·93	63·46	72·56	67·43	50
	1870	5·53	11·56	11·29	2·25	1·14	31·77	57·44	70·78	63·55	50
	1871	5·85	12·09	11·74	2·28	1·17	33·13	62·18	73·93	67·86	49
	1872	5·32	13·12	12·39	2·29	1·11	34·23	58·60	75·31	65·89	52
	1873	6·85	15·23	12·63	2·24	1·37	38·32	58·08	79·93	67·43	57
	1874	7·44	14·98	12·86	2·43	1·60	39·31	59·77	81·65	68·97	57
	1875	7·27	13·47	12·94	2·47	1·98	38·13	56·68	80·24	66·29	58
Great Northern	1858	5·19	11·27	7·69	1·98	3·12	29·25	53·64	58·63	56·29	52
	1870	5·22	9·94	9·82	1·76	1·18	27·92	54·39	59·53	57·28	49
	1871	5·53	10·34	10·33	1·83	1·07	29·09	58·52	59·33	58·99	49
	1872	5·77	11·13	11·08	1·69	0·96	30·63	57·09	62·00	59·71	51
	1873	6·69	13·45	11·89	1·71	1·40	35·14	59·78	67·57	64·05	55
	1874	7·11	12·45	12·51	1·90	1·70	35·67	59·32	68·87	64·38	55
	1875	6·54	11·38	13·02	2·04	1·15	34·13	57·19	67·20	62·52	55
Great Western	1858	6·27	8·62	3·94	3·10	7·28	29·21	68·78	69·91	69·16	42
	1870	5·55	10·43	10·24	2·02	1·65	29·89	61·15	65·67	63·43	47
	1871	5·57	10·32	9·92	1·90	1·61	29·32	63·26	64·54	63·97	46
	1872	5·49	10·76	9·89	1·71	1·63	29·48	63·69	64·46	64·11	46
	1873	6·18	12·13	10·36	1·67	1·88	32·22	64·42	67·96	66·36	49
	1874	7·15	11·87	10·99	2·08	2·03	34·12	65·88	67·69	66·85	51
	1875	7·77	11·01	10·74	2·23	2·08	33·83	64·31	67·25	65·90	51
Great Southern and Western	1858	4·30	13·35	7·02	2·27	1·92	28·86	71·37	78·44	73·55	39
	1870	8·32	12·34	8·42	1·82	1·07	31·98	56·72	71·96	62·49	51
	1871	8·23	11·83	7·92	1·99	2·24	32·21	57·90	74·24	64·14	50
	1872	9·28	12·38	8·58	2·19	1·61	34·04	59·94	80·78	68·00	50
	1873	10·96	14·06	9·23	2·19	0·99	37·43	58·47	82·06	67·41	56
	1874	11.33	13·86	8·96	2·33	1·71	38·19	56·02	86·63	66·94	57
	1875	11·64	13·51	9·26	2·32	1·27	38·00	57·26	90·95	69·58	55
Lancashire and Yorkshire	1858	4·72	9·62	11·62	2·32	3·51	31·79	54·28	95·37	73·24	43
	1870	4·62	9·20	12·70	1·75	2·38	30·65	46·24	85·31	64·23	48
	1871	4·87	9·46	13·70	1·75	·97	30·75	45·62	86·51	64·27	48
	1872	4·55	11·21	15·36	1·56	1·18	33·86	51·01	88·98	69·36	49
	1873	6·02	14·52	16·60	1·66	1·66	40·46	54·00	92·71	72·79	56
	1874	6·96	13·89	17·72	2·02	1·35	41·94	55·79	87·57	71·53	59
	1875	6·37	15·43	18·07	2·39	1·08	43·34	61·34	87·13	74·44	58
London and North Western	1858	5·18	13·86	15·73	2·51	4·73	42·01	65·88	88·56	77·43	54
	1870	5·93	10·32	10·54	1·92	2·23	30·94	56·56	75·71	66·31	47
	1871	5·72	9·97	10·99	1·91	2·07	30·66	58·26	76·78	67·78	45
	1872	5·97	10·24	11·46	1·70	2·18	31·55	58·63	73·98	66·67	47
	1873	6·84	12·51	12·36	1·69	2·40	35·80	60·29	76·24	68·66	52
	1874	8·05	12·78	13·04	1·95	2·39	38·21	61·01	77·33	69·58	55
	1875	7·57	12·04	13·48	2·28	2·53	37·90	59·66	77·00	68·83	55
London and South Western	1858	5·57	10·06	9·31	3·74	1·97	30·65	68·27	58·15	65·45	46
	1870	6·36	9·95	11·90	3·13	2·95	34·29	59·56	76·17	63·84	54
	1871	6·30	10·19	12·43	3·25	3·19	35·36	61·28	77·98	65·71	54
	1872	6·53	10·62	11·56	3·03	3·38	36·12	60·97	77·72	65·46	55
	1873	7·24	12·34	13·36	2·96	3·41	39·31	62·45	80·61	67·47	58
	1874	8·07	12·13	13·69	2·95	3·53	40·37	64·14	76·79	67·69	60
	1875	7·37	11·25	13·90	2·96	1·49	36·97	63·43	75·41	66·85	55

* There are no means of knowing in certain of the above cases whether shunting of engines is included by the Companies in their returns from which the above Table is taken.

† Mixed trains in some cases.

No. 8.—Comparison of Expenditure and Receipts per Train-Mile, &c.—*continued.*

		Expenditure per Train Mile.						Receipts per Train Mile.			Proportion per Cent. of Expenditure to Receipts.
		Maintenance of Way.	Locomotive and Rolling Stock.*	Traffic and General Charges.	Rates and Taxes, Government Duty.	Miscellaneous.	Total.	From Passenger Trains.	From Goods, &c. Trains.	Total.	
London, Brighton, and South Coast	1858	5·63	13·70	12·17	6·07	1·51	39·08	79·82	105·55	85·53	46
	1870	5·70	11·47	11·12	4·01	2·54	34·84	61·64	94·12	66·69	52
	1871	5·51	11·86	10·65	4·11	1·40	33·53	62·69	95·49	68·28	49
	1872	4·65	13·11	10·47	3·84	1·21	33·28	61·79	91·18	66·83	50
	1873	5·75	15·22	10·75	3·78	1·27	36·77	63·89	100·04	70·26	52
	1874	5·48	14·36	10·62	3·76	1·69	35·91	65·11	96·45	70·57	51
	1875	4·97	13·01	10·99	4·06	1·45	34·48	64·65	93·89	69·97	49
Midland	1858	4·19	11·61	6·33	1·67	2·67	26·47	50·96	70·37	61·67	42
	1870	4·50	8·82	8·94	1·37	0·81	24·44	41·59	60·07	52·31	47
	1871	5·32	9·06	9·82	1·38	0·98	26·56	46·58	65·85	58·24	46
	1872	6·08	10·35	11·22	1·44	1·01	30·10	51·34	70·70	63·55	47
	1873	8·00	13·04	12·09	1·43	1·38	35·94	58·40	75·20	69·41	52
	1874	7·30	13·21	12·64	1·65	1·17	35·97	59·08	69·62	65·99	55
	1875	6·95	11·75	12·56	1·61	1·06	33·93	55·86	67·25	63·27	54
North-Eastern	1858	3·09	11·16	4·37	2·31	1·66	22·59	57·17	50·24	52·71	42
	1870	6·08	13·99	7·28	1·76	0·76	29·87	49·17	74·70	65·55	46
	1871	6·31	13·69	7·65	1·73	1·03	30·41	51·64	74·21	66·46	46
	1872	7·44	16·79	9·44	1·86	0·83	36·36	52·48	76·47	67·31	54
	1873	7·26	18·38	9·56	1·77	0·99	37·96	56·05	80·03	71·63	53
	1874	8·43	18·41	10·30	1·91	0·94	39·99	58·52	78·91	71·78	56
	1875	7·96	18·00	10·12	1·95	0·79	38·82	57·88	78·67	71·47	54

* See note on previous page.

No. 9.—Comparison of Expenditure and Receipts per Train-Mile and per Mile of open Railway, for the whole of the Railways, and the Proportion per Cent. of Expenditure to Receipts.

I.—Per Train Mile.

		Expenditure per Train Mile.						Receipts per Train Mile.			Proportion per Cent. of Expenditure to Receipts.
		Maintenance of Way.	Locomotive and Rolling Stock.	Traffic and General Charges.	Rates and Taxes, *Government Duty.	Miscellaneous.	Total.	From Passenger Trains.	From Goods, &c. Trains.	Total.	
		d.	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	
In England and Wales	1858	5·48	12·29	9·29	4·26	2·50	33·82	60·08	78·90	66·44	50
	1870	5·73	10·80	10·35	2·13	1·67	30·68	59·92	70·73	63·64	48
	1871	5·82	10·77	10·55	2·08	1·59	30·81	57·05	72·64	64·93	47
	1872	6·03	11·84	11·27	2·02	1·67	32·83	58·50	74·51	66·21	49
	1873	7·11	14·17	12·04	2·02	1·84	37·18	61·54	78·09	69·48	53
	1874	7·70	14·09	12·67	2·23	1·85	38·52	§62·08	§77·20	69·55	55
	1875	7·35	13·30	12·79	2·37	1·73	37·54	§61·05	§76·07	68·44	55
In Scotland	1858	4·21	11·26	7·21	4·00	1·64	28·32	57·30	69·97	64·24	44
	1870	5·98	9·17	8·03	1·52	1·16	25·86	45·16	57·42	51·69	50
	1871	5·84	9·28	8·23	1·48	1·39	26·22	44·36	59·43	52·58	50
	1872	5·65	10·68	8·92	1·40	1·68	28·33	46·00	60·86	54·81	51
	1873	6·48	12·98	9·65	1·45	2·05	32·61	49·06	63·45	57·58	57
	1874	7·79	12·71	10·25	1·66	1·69	34·10	§52·60	§65·35	60·03	57
	1875	7·35	11·54	10·46	1·73	1·44	32·52	§55·34	§66·89	62·08	53
In Ireland	1858	4·22	11·04	6·62	3·14	1·29	26·31	‡57·18	‡79·50	63·10	40
	1870	8·51	11·24	9·20	1·51	1·08	31·54	‡49·04	‡87·95	60·36	52
	1871	8·87	11·22	9·30	1·46	1·81	32·66	‡48·78	‡93·86	61·73	53
	1872	9·07	11·85	9·34	1·58	1·46	33·30	§52·42	§87·53	62·02	53
	1873	9·65	13·57	9·87	1·69	1·07	35·85	§53·28	§89·71	64·31	56
	1874	10·49	13·13	10·02	1·79	1·18	36·61	§55·00	§87·88	64·19	57
	1875	10·45	12·65	10·23	1·76	1·36	36·45	§52·91	§96·43	66·05	55

		Locomotive and Rolling Stock.		Traffic and General Charges.		Rates and Taxes, Government Duty.		Compensation for personal Injury.	Compensation for damage to Goods.	Legal and Parliamentary Expenses.	Miscellaneous.				
		Locomotive.	Rolling Stock.	Traffic Expenses.	General Charges.										
		d.	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*				
In United Kingdom	1870	7·92	2·63	8·64	1·35	1·32	*0·72	0·45	0·17	0·35	0·58	30·02	53·46	70·20	61·63	49
	1871	7·96	2·65	8·92	1·28	1·28	*0·69	0·42	0·19	0·33	0·63	30·33	54·99	71·35	63·13	48
	1872	8·99	2·70	9·53	1·35	1·29	*0·63	0·38	0·23	0·38	0·66	32·27	§56·77	§72·95	64·56	50
	1873	11·09	2·90	10·25	1·37	1·31	*0·62	0·44	0·28	0·48	0·63	36·57	§59·47	§76·09	67·71	54
	1874	10·80	3·06	10·83	1·41	1·42	*0·72	0·43	0·30	0·38	0·69	37·89	§60·72	§75·84	68·11	56
	1875	9·90	3·15	10·94	1·45	1·41	*0·86	0·44	0·32	0·34	0·58	36·88	§60·06	§75·32	67·56	55

* England and Scotland only.

‡ In many cases goods and passengers are taken by the same trains; the receipts, therefore, per train mile from goods and passenger trains on certain railways are necessarily to some extent inaccurate.

§ Exclusive of receipts on railways in cases where the traffic is conveyed by mixed trains.

II.—Per Mile of Open Railway.

		Expenditure per Open Mile.						Receipts per Open Mile.			Proportion per Cent. of Expenditure to Receipts.
		Maintenance of Way.	Locomotive and Rolling Stock.	Traffic and General Charges.	Rates and Taxes, *Government Duty.	Miscellaneous.	Total.	From Passenger Trains.	From Goods, &c. Trains.	Total.	
		£	£	£	£	£	£	£	£	£	
In England and Wales	1858	248	556	421	113	192	1,532	1,468	1,538	3,006	50
	1870	300	567	543	111	87	1,608	1,479	1,843	3,322	48
	1871	329	610	597	118	90	1,744	1,609	2,063	3,672	47
	1872	355	697	663	118	98	1,931	1,695	2,200	3,895	49
	1873	424	845	717	120	109	2,215	1,775	2,364	4,139	53
	1874	459	838	754	133	110	2,294	1,818	2,324	4,142	55
	1875	454	820	789	146	107	2,316	1,851	2,371	4,222	55
In Scotland	1858	129	348	222	50	123	875	806	1,179	1,985	44
	1870	216	331	288	55	42	932	707	1,140	1,847	50
	1871	221	351	311	56	51	990	756	1,230	1,986	50
	1872	221	418	349	55	65	1,108	807	1,335	2,142	51
	1873	261	524	389	58	82	1,314	865	1,459	2,324	57
	1874	300	489	394	64	65	1,312	870	1,439	2,309	57
	1875	286	450	407	67	56	1,266	904	1,513	2,417	53
In Ireland	1858	72	189	113	22	53	451	706	354	1,060	40
	1870	147	195	159	26	18	548	602	447	1,049	52
	1871	161	203	168	27	33	592	630	488	1,118	53
	1872	167	218	171	29	27	612	632	508	1,140	53
	1873	181	255	186	32	20	674	669	540	1,209	56
	1874	194	242	185	33	22	676	665	521	1,186	57
	1875	194	235	190	33	25	677	665	560	1,225	55
			Locomotive. / Rolling Stock.	Traffic Expenses. / General Charges.	Rates and Taxes. / Government Duty.	Compensation: For personal Injury. / For damage to Goods. / Legal and Parliamentary Expenses. / Miscellaneous.					
		£	£ / £	£ / £	£ / £	£ / £ / £ / £					
In United Kingdom	1870	260	361 / 119	391 / 61	59 / *36	21 / 8 / 15 / 26	1,357	1,235	1,551	2,786	49
	1871	289	386 / 129	433 / 61	62 / *34	20 / 9 / 17 / 31	1,471	1,340	1,724	3,064	48
	1872	308	452 / 136	479 / 68	64 / *32	19 / 12 / 19 / 33	1,622	1,409	1,835	3,244	50
	1873	366	567 / 148	524 / 70	67 / *31	23 / 14 / 24 / 32	1,866	1,483	1,979	3,462	54
	1874	398	549 / 156	550 / 72	72 / *36	22 / 15 / 19 / 35	1,924	1,513	1,946	3,459	56
	1875	393	519 / 165	573 / 76	74 / *45	23 / 17 / 18 / 30	1,933	1,543	1,997	3,540	55

* England and Scotland only.

No. 10.—Comparison of the Number of Locomotives, Carriages, and other Vehicles, 1858, 1870, 1871, 1872, 1873, 1874, and 1875.

		Locomotives.	Carriages used for the Conveyance of Passengers only.	Other Vehicles attached to Passenger Trains.	Waggons of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggons used on the Railway not included in the preceding Columns.	Total of Vehicles excluding Locomotives.
		No.	No.	No.	No.	No.	No.
England	1858	4,427	10,360	2,598	133,312	- - -	146,270
	1870	7,671	16,480	6,719	204,625	5,237	232,061
	1871	8,711	18,432	6,889	218,970	4,400	248,691
	1872	9,110	19,496	7,102	232,558	3,711	262,867
	1873	9,536	20,421	7,590	249,117	4,228	281,356
	1874	9,979	21,148	8,034	261,655	4,592	295,429
	1875	10,434	21,838	8,418	268,653	8,758	307,667
Scotland	1858	713	1,724	310	22,749	- - -	24,783
	1870	1,241	2,564	801	43,701	475	47,541
	1871	1,297	2,750	861	48,167	945	52,723
	1872	1,325	2,952	908	59,749	956	64,565
	1873	1,380	3,072	973	65,350	991	70,386
	1874	1,430	3,123	1,083	67,731	1,053	72,990
	1875	1,468	3,161	1,122	68,959	1,076	74,318
Total	1858	5,140	12,084	2,908	156,061	- - -	171,053
	1870	8,912	19,044	7,520	244,326	5,712	276,602
	1871	10,008	21,182	7,750	267,137	5,345	301,414
	1872	10,435	22,448	8,010	292,307	4,667	327,432
	1873	10,916	23,493	8,563	314,467	5,219	351,742
	1874	11,409	24,271	9,117	329,386	5,645	368,419
	1875	11,902	24,999	9,540	337,612	9,834	381,985
Ireland	1858	305	858	207	3,689	- - -	4,754
	1870	467	1,077	519	7,544	252	9,392
	1871	482	1,091	513	8,316	93	10,013
	1872	498	1,121	513	8,516	317	10,467
	1873	519	1,141	565	9,234	103	11,043
	1874	526	1,170	569	9,449	292	11,480
	1875	537	1,205	605	9,699	305	11,814
United Kingdom	1858	5,445	12,942	3,115	159,750	- - -	175,807
	1870	9,379	20,121	8,039	255,870	5,964	289,994
	1871	10,490	22,273	8,263	275,453	5,438	311,427
	1872	10,933	23,569	8,523	300,823	4,984	337,899
	1873	11,435	24,634	9,128	323,701	5,322	362,785
	1874	11,935	25,441	9,686	338,835	5,937	379,899
	1875	12,439	26,204	10,145	347,311	10,139	393,799
		No. per Mile.	No. per Mile.	No. per Mile.	No. per Mile.	No. per Mile.	No. per Mile.
England and Scotland	1858	·62	1·47	·35	18·00	- - -	19·82
	1870	·65	1·40	·56	18·01	·42	20·39
	1871	·74	1·58	·59	19·94	·40	22·51
	1872	·76	1·62	·58	21·30	·34	23·85
	1873	·78	1·68	·61	22·49	·37	25·15
	1874	·79	1·69	·64	23·00	·39	25·72
	1875	·82	1·72	·66	23·27	·68	26·33
Ireland	1858	·27	·76	·18	3·30	- - -	4·24
	1870	·23	·54	·26	3·83	·13	4·76
	1871	·24	·55	·26	4·19	·04	5·04
	1872	·23	·54	·24	4·07	·15	5·00
	1873	·24	·54	·27	4·39	·05	5·25
	1874	·25	·55	·27	4·44	·14	5·40
	1875	·25	·56	·28	4·52	·14	5·50
United Kingdom	1858	·58	1·39	·31	17·14	- - -	18·84
	1870	·60	1·29	·51	16·47	·38	18·66
	1871	·68	1·45	·53	17·91	·36	20·25
	1872	·68	1·49	·53	19·02	·32	21·36
	1873	·71	1·53	·57	20·13	·33	22·56
	1874	·73	1·55	·59	20·60	·36	23·10
	1875	·75	1·57	·61	20·85	·61	23·64

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For Her Majesty's Stationery Office.

117.

RAILWAY RETURNS

FOR

ENGLAND AND WALES,

SCOTLAND,

AND

IRELAND.

For the Year 1875.

Pursuant to the Act 34 *&* 35 *Vict. cap.* 78.

WITH SUMMARY TABLES FOR UNITED KINGDOM
For each Year from 1854 to 1875, &c.

Presented to both Houses of Parliament by Command of Her Majesty.

LONDON:
PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.
FOR HER MAJESTY'S STATIONERY OFFICE.

1876.

[C.—1540.] *Price* 1*s.* 2*d.*

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Statistical and Commercial Department, Board of Trade, Whitehall, July 1876.

R. GIFFEN.

SUMMARY TABLE for UNITED

Length of Lines, Capital, Passengers conveyed,

Year.	Length of Line open for Traffic at the end of each year.			Capital Authorised.			Capital Paid Up.						
	Double or more.	Single.	Total.	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.	Guaranteed.	Preferential.	Loans.	Debenture Stock.	Total.	Per Mile of Line open.
	Miles.	*Miles.*	*Miles.*	£	£	£	£	£		£	£	£	£
1854	6,103	1,950	8,053	276,000,577	92,383,731	368,384,308	166,030,806	49,377,952		70,660,036	Cannot be given for these years.	286,068,794	35,523
1855	6,153	2,182	8,335	280,628,621	94,343,345	374,971,966	169,605,442	52,818,026		75,161,241		297,584,709	35,703
1856	6,266	2,444	8,710	282,890,751	94,877,156	377,767,907	173,446,109	56,789,558		77,359,419		307,595,086	35,315
1857	6,357	2,682	9,039	288,013,644	99,038,090	387,051,734	178,624,394	58,126,627		78,406,237		315,157,258	34,866
1858	—	—	9,542	292,248,276	100,434,479	392,682,755	181,837,781	61,854,547		81,683,179		325,375,507	34,099
1859	—	—	10,002	285,434,181	98,282,170	383,716,351	184,560,019	63,555,179		80,628,116	5,619,614	334,362,928	33,430
1860	6,690	3,743	10,433	298,685,142	100,729,685	399,414,827	190,790,867	67,873,840		81,888,546	7,576,874	348,130,127	33,368
1861	6,893	3,972	10,865	322,369,654	107,503,292	429,872,946	193,591,991	73,784,336		87,144,443	7,806,568	362,327,338	33,349
1862	7,009	4,542	11,551	338,777,276	111,819,462	450,596,738	197,077,589	87,792,380		89,683,373	10,665,096	385,218,438	33,349
1863	7,270	5,052	12,322	355,700,795	119,298,750	474,999,545	204,597,257	97,496,291		89,641,525	12,480,729	404,215,802	32,804
1864	7,402	5,387	12,789	390,413,137	130,109,197	520,522,334	214,947,054	104,647,626		93,075,392	13,049,541	425,719,613	33,288
1865	7,503	5,786	13,289	432,889,245	143,402,418	576,291,663	219,598,196	124,263,475		97,821,097	13,795,375	455,478,143	34,275
1866	7,711	6,143	13,854	466,151,633	154,412,773	620,564,406	228,245,629	134,455,098		105,065,863	14,105,594	481,872,184	34,782
1867	7,844	6,403	14,247	481,447,440	161,405,968	642,853,408	233,023,854	143,209,357		110,392,559	15,637,117	502,262,887	35,254
1868	—	—	14,628	455,895,068	159,550,550	*615,445,618	224,133,427	£ 28,891,356	£ 124,940,707	103,428,865	25,286,500	511,680,855	34,979
1869	—	—	†15,145	449,087,573	160,180,080	609,267,653	226,783,133	25,203,671	130,553,989	101,729,398	34,504,570	§518,779,761	34,254
1870	—	—	†15,537	437,963,372	158,215,010	596,178,382	229,282,150	36,188,320	122,503,764	90,713,779	51,220,660	§529,908,673	34,106
1871	8,338	7,038	15,376	451,898,903	163,827,982	615,726,890	230,234,058	64,552,793	108,496,620	82,095,545	67,282,535	552,661,551	35,943
1872	8,512	7,302	15,814	472,419,873	172,169,480	644,589,353	239,039,089	63,004,313	114,780,361	66,224,217	85,981,511	‡569,047,346	35,984
1873	8,687	7,395	16,082	497,922,723	178,763,863	676,686,586	244,449,805	66,187,541	121,939,528	55,888,314	99,855,120	588,320,308	36,574
1874	‡‡8,749	7,700	16,449	518,980,250	185,358,049	704,338,299	248,528,241	71,207,480	129,723,149	49,266,070	111,170,991	609,895,931	37,078
1875	‡‡8,898	7,760	16,658	529,900,023	187,875,675	717,775,698	254,600,732	77,912,315	134,281,009	40,420,754	123,008,684	630,223,494	37,833

* The authorised capital of several companies, having merely a nominal existence, has been omitted in 1868 and subsequent years.

† Number of miles constructed. ‡ Including 37,855*l.* Capitalized Rentcharge. § Stock and Share Capital received.

‡‡ See also Table No. 2 a., p. 64.

KINGDOM in each Year from 1854 to 1875.

Gross and Net Receipts, and Working Expenses.

Number of Passengers conveyed exclusive of Season Ticket Holders.	Gross Receipts. From Passenger Traffic.†† Total.	Gross Receipts. From Passenger Traffic.†† Proportion to Total Receipts.	Gross Receipts. From Goods Traffic. Total.	Gross Receipts. From Goods Traffic. Proportion to Total Receipts.	Gross Receipts. Total from Traffic. Total.	Gross Receipts. Total from Traffic. Per Mile of Line open.	Gross Receipts. Total from Traffic. Per Train Mile.	Gross Receipts. Miscellaneous. Rents, Tolls, Navigation, Steamboats, &c.	Gross Receipts. Miscellaneous. Proportion to Total Receipts.	Gross Receipts. Total from all Sources.	Working Expenditure. Total.	Working Expenditure. Proportion to Total Receipts.	Net Receipts. Total.	Net Receipts. Proportion to Total paid up Capital.	Year.
No.	£	*Per Cent.*	£	*Per Cent.*	£	£	*s. d.*	£	*Per Cent.*	£	£	*Per Cent.*	£	*Per Cent.*	
111,180,165	10,244,954	50·68	9,970,770	49·32	20,215,724	2,510	5 6½								1854
118,567,170	10,694,790	49·73	10,812,809	50·27	21,507,599	2,580	5 9½								1855
129,315,196	11,376,337	49·11	11,789,156	50·89	23,165,493	2,660	5 11½								1856
138,971,240	11,888,219	49·18	12,286,392	50·82	24,174,611	2,674	5 9½				Cannot be given for these years.				1857
139,141,135	11,697,906	48·83	12,258,845	51·17	23,956,751	2,511	5 6								1858
149,757,294	12,537,493	48·70	13,206,009	51·30	25,743,502	2,574	5								1859
163,435,678	13,085,756	47·13	14,680,866	52·87	27,766,622	2,661	5 5				13,187,368	47	14,579,254	4·19	1860
173,721,139	13,326,475	46·65	15,238,880	53·35	28,565,355	2,629	5 5				13,843,337	48	14,722,018	4·06	1861
180,429,071	13,911,985	47·76	15,216,573	52·24	29,128,558	2,522	5 4½				14,268,409	49	14,860,149	3·86	1862
204,635,075	14,521,528	46·61	16,634,869	53·39	31,156,397	2,529	5 4				15,027,234	48	16,129,163	3·99	1863
229,272,165	15,684,040	46·11	18,331,524	53·89	34,015,564	2,660	5 3				16,000,308	47	18,015,256	4·23	1864
251,362,715	16,572,051	46·17	19,318,062	53·83	35,890,113	2,701	5 1½				17,149,073	48	18,741,040	4·11	1865
274,293,663	17,895,925	45·58	20,768,429	54·42	38,164,354	2,755	5 4				18,811,673	49	19,352,681	4·02	1866
287,688,113	17,935,634	45·43	21,544,365	54·57	39,479,999	2,771	5 3¾				19,848,952	50	19,631,047	3·91	1867
‖	‖	—	‖	—	‖	—	—	‖	—	‖	‖	—	‖	—	1868
312,759,053	18,811,504	44·06	22,263,817	52·15	41,075,321	2,712	5 2½	1,620,606	3·80	42,695,927	20,780,078	49	21,915,849	4·22	1869
336,545,397	19,301,911	42·82	24,115,159	53·50	43,417,070	2,794	5 1½	1,661,073	3·68	45,078,143	21,715,525	48	23,362,618	4·41	1870
375,220,754	20,622,580	42·18	26,484,978	54·17	47,107,558	3,064	5 3	1,785,222	3·65	48,892,780	23,152,860	47	25,739,920	4·66	1871
422,874,822	22,287,555	41·87	29,016,559	54·50	51,304,114	3,244	5 4½	1,931,396	3·63	53,235,510	26,277,640	49	26,957,870	4·74	1872
455,320,188	23,853,892	41·31	31,821,529	55·11	55,675,421	3,462	5 7½	2,066,579	3·58	57,742,000	30,752,848	53	26,989,152	4·59	1873
477,940,411	24,893,615	42·01	32,005,883	54·01	56,899,498	3,459	5 8	2,356,217	3·98	59,255,715	32,612,712	55	26,643,003	4·37	1874
506,975,234	25,714,681	41·99	33,268,072	54·33	58,982,753	3,541	5 7½	2,254,247	3·68	61,237,000	33,220,728	54	28,016,272	4·45	1875

‖ Cannot be given for this year, several Companies having omitted to make the necessary returns.
†† Including Receipts from Season Tickets, Carriages, Horses, &c., and Post Office Mails.

SUMMARY TABLES FOR ENGLAND AND WALES

No. 1.—Amount of Ordinary, Guaranteed, and Preferential Stock and Share Capital, classe

Rate per Cent. of Dividend Paid.	Years.	England and Wales.			Scotland.		
		Ordinary.	Guaranteed.	Preferential.	Ordinary.	Guaranteed.	Preferential.
		£	£	£	£	£	£
Capital of New Companies the Lines of which were in course of construction, and no Dividend earned	1871	1,506,140	—	173,363	75,724	—	—
	1872	2,172,303	—	192,732	281,096	—	—
	1873	2,602,131	—	136,598	450,667	—	—
	1874	2,019,066	—	51,840	345,284	—	1,700
	1875	1,867,992	—	—	553,439	—	72,443
Capital of Constructed Lines upon which no Dividend was Paid	1871	25,586,966	133,584	6,371,231	2,658,499	—	546,458
	1872	24,418,080	—	6,512,147	2,582,568	—	600,266
	1873	25,520,934	153,635	6,098,479	6,051,056	—	668,614
	1874	36,213,987	—	5,504,715	2,013,044	—	932,608
	1875	30,610,736	—	5,247,746	2,352,484	—	1,053,600
Dividends Paid: Not exceeding 1 per Cent.	1871	679,590	—	4,709,183	4,528,536	—	75,000
	1872	8,978,194	—	347,810	1,570,043	—	—
	1873	8,542,694	—	1,514,607	973,813	—	95,291
	1874	855,061	—	—	5,099,022	—	—
	1875	8,610,155	—	76,326	283,222	—	—
Exceeding 1 and not exceeding 2 per Cent.	1871	9,106,478	—	21,540	938,868	—	—
	1872	4,808,104	101,180	5,043,173	3,604,268	—	80,292
	1873	639,360	101,180	5,302,133	311,694	—	218,030
	1874	9,400,573	101,180	6,794,210	321,297	—	—
	1875	2,047,461	101,180	5,434,303	225,100	—	—
„ 2 and not exceeding 3 per Cent.	1871	16,009,397	2,221,700	682,870	86,147	—	2,647,749
	1872	1,403,701	2,535,924	315,400	242,520	602,125	1,623
	1873	14,737,890	2,221,700	568,820	473,532	602,534	2,684,800
	1874	7,396,557	2,221,700	960,210	4,895,404	602,534	485,826
	1875	9,856,634	2,221,700	2,550,298	1,074,263	602,534	219,653
„ 3 and not exceeding 4 per Cent.	1871	11,609,334	9,074,851	5,222,189	227,454	1,993,651	1,876,751
	1872	24,759,083	8,068,204	5,007,069	240,222	1,266,526	8,029,810
	1873	16,411,902	8,600,432	5,672,323	7,614,754	966,826	8,179,463
	1874	14,493,114	8,777,199	6,196,342	9,669,923	966,826	10,575,296
	1875	12,582,085	14,719,261	5,351,417	5,287,870	136,826	8,205,100
„ 4 and not exceeding 5 per Cent.	1871	22,450,650	31,594,201	66,185,020	418,249	4,218,294	9,119,516
	1872	10,698,841	34,338,870	68,687,893	6,835,543	2,633,489	8,805,734
	1873	9,116,979	36,677,213	72,660,233	6,451,189	2,994,789	6,676,863
	1874	25,990,896	41,160,924	79,632,615	700,320	2,909,776	7,588,219
	1875	26,211,649	43,758,528	84,170,899	5,772,439	4,539,776	7,647,249
„ 5 and not exceeding 6 per Cent.	1871	17,307,349	9,367,109	1,694,330	11,178,161	1,117,793	1,214,170
	1872	28,082,841	8,842,109	1,996,914	1,418,753	512,343	728,170
	1873	16,274,685	9,457,309	2,442,675	185,950	522,343	728,170
	1874	33,839,290	9,268,487	1,864,566	185,950	522,343	728,180
	1875	55,878,712	7,360,979	1,574,181	375,967	522,343	3,147,753
„ 6 and not exceeding 7 per Cent.	1871	14,412,307	80,654	641,690	21,000	1,891,333	1,112,125
	1872	2,988,865	98,937	471,860	4,761,060	2,047,583	1,398,125
	1873	34,247,457	80,654	641,860	125,500	1,891,333	1,112,125
	1874	53,845,155	1,420,247	251,861	104,500	1,891,333	1,112,125
	1875	41,510,277	821,674	890,861	8,252,612	1,891,333	—
„ 7 and not exceeding 8 per Cent.	1871	51,560,603	518,573	227,500	382,583	396,355	—
	1872	54,732,166	140,000	397,500	293,583	240,000	—
	1873	51,807,941	518,573	227,500	272,583	240,000	—
	1874	2,110,062	140,000	291,500	177,355	240,000	—
	1875	814,600	—	227,500	226,355	240,000	1,112,125
„ 8 and not exceeding 9 per Cent.	1871	2,183,477	—	—	—	—	—
	1872	32,594,629	819,143	—	40,000	—	—
	1873	2,225,192	—	—	40,000	—	—
	1874	18,034,078	440,570	—	156,228	—	—
	1875	19,662,640	440,570	165,000	75,000	—	—
„ 9 and not exceeding 10 per Cent.	1871	19,107,500	1,190,570	385,840	—	—	—
	1872	2,300,920	50,000	385,840	—	—	—
	1873	19,242,170	490,570	279,165	—	—	—
	1874	642,326	50,000	229,165	37,000	—	—
	1875	804,091	50,000	229,840	174,228	—	—
„ 10 and not exceeding 11 per Cent.	1871	—	—	—	37,000	200,000	—
	1872	—	—	—	37,000	200,000	—
	1873	—	—	—	37,000	200,000	—
	1874	1,110,000	25,275	165,000	—	200,000	—
	1875	—	—	—	—	200,000	—
„ 11 and not exceeding 12 per Cent.	1871	315,000	—	50,000	—	—	—
	1872	290,000	37,725	—	—	—	—
	1873	3,800,846	—	165,000	—	—	—
	1874	3,067,950	2,000	—	—	—	—
	1875	3,437,540	23,275	—	—	—	—
„ 12 and not exceeding 13 per Cent.	1871	3,213,899	44,275	—	—	—	—
	1872	3,355,300	2,000	50,000	—	—	—
	1873	631,530	39,125	—	—	—	—
	1874	30,000	—	—	—	—	—
	1875	30,000	—	—	—	—	—
Total	1871	195,048,690	54,225,517	86,364,756	20,552,221	9,817,426	16,591,76
	1872	201,583,027	55,034,092	89,408,338	21,906,656	7,502,066	19,644,01
	1873	205,801,711	58,340,391	95,709,393	22,987,738	7,417,825	20,363,36
	1874	209,048,115	63,607,582	101,942,024	23,705,327	7,332,812	21,423,95
	1875	213,924,572	69,497,167	106,418,371	24,602,979	8,132,812	21,457,92

* On 43,150*l.* of this amount 22½ per cent. was also pa

OTLAND, AND IRELAND, FOR THE YEARS 1871 to 1875.

ding to the Rate per Cent. of Dividend Paid, in each of the Years 1871, 1872, 1873, 1874, and 1875.

Ireland.			United Kingdom.			Years.	Rate per Cent. of Dividend Paid.
dinary.	Guaranteed.	Preferential.	Ordinary.	Guaranteed.	Preferential.		
£	£	£	£	£	£		
534,443	—	33,380	2,116,307	—	206,743	1871	
580,361	1,455	—	3,033,760	1,455	192,732	1872	Capital of New Companies the Lines of which were in course of construction, and no Dividend earned.
449,834	1,575	3,560	3,502,632	1,575	140,158	1873	
226,142	3,936	38,640	2,590,492	3,936	92,180	1874	
338,117	13,116	50,900	2,759,548	13,116	123,343	1875	
853,469	43,150	1,029,581	30,098,934	176,734	7,947,270	1871	
791,228	—	1,086,472	29,791,876	—	8,198,885	1872	Capital of Constructed Lines upon which no Dividend was Paid.
539,094	—	620,946	34,111,084	153,635	7,388,039	1873	
893,983	—	888,846	41,121,014	—	7,326,169	1874	
715,173	—	1,365,735	35,678,393	—	7,667,081	1875	
—	—	115,880	5,208,126	—	4,900,063	1871	
119,178	—	122,250	10,667,415	—	470,060	1872	Dividends Paid: Not exceeding 1 per Cent.
22,128	—	420,223	9,538,635	—	2,030,121	1873	
252,050	—	128,250	6,206,133	—	128,250	1874	
179,085	—	—	9,022,462	—	76,326	1875	
438,378	—	122,250	10,483,724	—	143,790	1871	
—	—	—	8,412,372	101,180	5,123,465	1872	Exceeding 1 and not exceeding 2 per Cent.
365,380	—	245,003	1,316,434	101,180	5,765,166	1873	
120,786	—	591,296	9,842,656	101,180	7,385,506	1874	
894,580	—	—	3,167,141	101,180	5,434,303	1875	
388,730	—	45,300	17,484,274	2,221,700	3,375,919	1871	
366,899	—	162,015	2,013,120	3,138,049	479,040	1872	
680,800	—	—	15,892,222	2,824,234	3,253,620	1873	„ 2 and not exceeding 3 per Cent.
677,950	—	—	12,969,911	2,824,234	1,446,036	1874	
438,740	—	128,250	11,369,637	2,824,234	2,898,203	1875	
123,806	100,000	1,715,578	11,960,594	11,168,502	8,814,518	1871	
217,840	100,000	1,785,700	26,217,145	9,434,730	14,822,579	1872	
720,490	100,000	1,982,585	24,747,146	9,667,258	15,834,373	1873	„ 3 and not exceeding 4 per Cent.
147,265	100,000	1,715,985	27,310,302	9,844,025	18,487,623	1874	
178,456	100,000	1,715,985	18,048,411	14,956,087	15,772,502	1875	
413,470	366,700	2,171,207	26,282,369	36,179,195	77,475,743	1871	
490,050	366,700	2,243,642	21,024,434	37,339,059	79,737,269	1872	
824,645	327,750	2,283,557	19,392,813	39,999,752	81,620,659	1873	„ 4 and not exceeding 5 per Cent.
648,723	163,150	2,683,257	32,539,939	44,233,850	89,904,091	1874	
396,905	*169,220	2,832,947	35,380,993	*48,467,524	94,651,094	1875	
973,023	—	306,922	34,458,533	10,484,902	3,215,422	1871	
076,022	—	307,925	34,577,616	9,354,452	3,033,009	1872	
150,157	—	310,900	21,610,792	9,979,652	3,481,745	1873	„ 5 and not exceeding 6 per Cent.
700,000	—	310,900	34,725,240	9,790,830	2,903,646	1874	
024,225	—	310,900	62,278,904	7,883,322	5,032,834	1875	
557,828	—	—	14,991,135	1,971,987	1,753,812	1871	
000,000	—	—	8,749,925	2,146,520	1,869,982	1872	
—	—	—	34,372,957	1,971,987	1,753,982	1873	„ 6 and not exceeding 7 per Cent.
557,900	—	—	55,507,555	3,311,580	1,363,983	1874	
000,000	—	—	50,762,889	2,713,007	890,861	1875	
—	—	—	51,943,186	914,928	227,500	1871	
557,828	—	—	55,583,577	380,000	397,500	1872	
557,828	—	—	53,638,352	758,573	227,500	1873	„ 7 and not exceeding 8 per Cent.
—	—	—	2,287,417	380,000	291,500	1874	
557,900	—	—	1,598,855	240,000	1,339,622	1875	
—	—	—	2,183,477	—	—	1871	
—	—	—	32,634,629	819,143	—	1872	
350,000	—	—	2,615,192	—	—	1873	„ 8 and not exceeding 9 per Cent.
—	—	—	18,190,306	440,570	—	1874	
350,000	—	—	20,087,640	440,570	165,000	1875	
350,000	—	—	19,457,500	1,190,570	385,840	1871	
350,000	—	—	2,650,920	50,000	385,840	1872	
—	—	—	19,242,170	490,570	279,165	1873	„ 9 and not exceeding 10 per Cent.
350,000	—	—	1,029,326	50,000	229,165	1874	
—	—	—	978,319	50,000	229,840	1875	
—	—	—	37,000	200,000	—	1871	
—	—	—	37,000	200,000	—	1872	
—	—	—	37,000	200,000	—	1873	„ 10 and not exceeding 11 per Cent.
—	—	—	1,110,000	225,275	165,000	1874	
—	—	—	—	200,000	—	1875	
—	—	—	315,000	—	50,000	1871	
—	—	—	290,000	37,725	—	1872	
—	—	—	3,800,846	—	165,000	1873	„ 11 and not exceeding 12 per Cent.
—	—	—	3,067,950	2,000	—	1874	
—	—	—	3,437,540	23,275	—	1875	
—	—	—	3,213,899	44,275	—	1871	
—	—	—	3,355,300	2,000	50,000	1872	
—	—	—	631,530	39,125	—	1873	„ 12 and not exceeding 13 per Cent.
—	—	—	30,000	—	—	1874	
—	—	—	30,000	—	—	1875	
633,147	509,850	5,540,098	230,234,058	64,552,793	108,496,620	1871	
549,406	468,155	5,708,004	239,039,089	63,004,313	114,760,361	1872	
660,356	429,325	5,866,774	244,449,805	66,187,541	121,939,528	1873	Total.
774,799	267,086	6,357,174	248,528,241	71,207,480	129,723,149	1874	
073,181	282,336	6,404,717	254,600,732	77,912,315	134,281,009	1875	

account of arrears of dividend for previous years.

SUMMARY TABLES FOR ENGLAND AND WALE

No. 2.—Amount of Loans and of Debenture Stock, classed according to

Rate per Cent. of Interest Paid.	Years.	England and Wales.		Scotland.	
		Loans.	Debenture Stock.	Loans.	Debenture Stock.
		£	£	£	£
Not receiving any Interest	1871	161,616	743,174	—	—
	1872	59,200	404,342	—	—
	1873	49,000	742,366	—	—
	1874	8,000	514,674	—	—
	1875	8,000	769,464	—	—
Interest Paid: Not exceeding 1 per Cent.	1871	—	—	—	—
	1872	—	—	—	—
	1873	—	—	—	—
	1874	—	—	—	—
	1875	—	—	—	—
Exceeding 1 and not exceeding 2 per Cent.	1871	—	46,915	1,400	—
	1872	—	46,915	1,400	—
	1873	—	46,915	1,400	—
	1874	—	231,821	—	—
	1875	—	113,566	—	—
„ 2 and not exceeding 3 per Cent.	1871	—	—	6,500	—
	1872	—	360,643	28,015	73,538
	1873	—	31,910	20,265	73,538
	1874	—	120,962	20,265	73,538
	1875	—	31,910	20,265	73,538
„ 3 and not exceeding 4 per Cent.	1871	26,212,321	24,360,024	10,443,096	1,559,137
	1872	22,607,609	37,010,467	10,436,101	2,143,111
	1873	18,194,524	45,701,265	11,011,906	2,361,094
	1874	16,241,327	53,593,847	12,080,898	2,629,395
	1875	13,434,887	64,545,978	11,377,924	3,242,360
„ 4 and not exceeding 5 per Cent.	1871	37,137,052	34,967,658	3,485,969	1,817,236
	1872	26,209,447	38,461,742	2,805,983	2,162,713
	1873	20,902,203	41,907,233	2,204,685	2,684,608
	1874	16,261,984	44,005,405	1,224,601	2,818,353
	1875	11,436,282	43,774,766	986,650	2,992,203
„ 5 and not exceeding 6 per Cent.	1871	542,870	1,482,251	8,160	—
	1872	288,860	2,072,454	8,160	—
	1873	239,810	2,297,673	—	—
	1874	378,910	2,750,678	18,000	—
	1875	352,325	2,754,179	—	—
„ 6 and not exceeding 7 per Cent.	1871	21,516	—	—	—
	1872	—	—	—	—
	1873	—	—	—	—
	1874	—	—	—	—
	1875	—	—	—	—
„ 7 and not exceeding 8 per Cent.	1871	35,700	—	—	—
	1872	36,600	18,000	—	—
	1873	36,600	18,000	—	—
	1874	3,099	18,000	—	
	1875	11,200	18,000	—	—
Total	1871	64,111,075	61,600,022	13,945,125	3,376,373
	1872	49,201,716	78,374,563	13,279,659	4,379,362
	1873	39,422,137	90,745,362	13,238,256	5,119,240
	1874	32,893,320	101,235,387	13,343,764	5,521,286
	1875	25,242,694	112,007,863	12,384,839	6,308,101

OTLAND, AND IRELAND, FOR THE YEARS 1871 to 1875.

e per Cent. of Interest Paid, in each of the Years 1871, 1872, 1873, 1874, and 1875.

Ireland.		United Kingdom.		Years.	Rate per Cent. of Interest Paid.
Loans.	Debenture Stock.	Loans.	Debenture Stock.		
£	£	£	£		
—	—	161,616	743,174	1871	Not receiving any Interest.
—	—	59,200	404,342	1872	
100	—	49,100	742,366	1873	
—	—	8,000	514,674	1874	
40,000	—	48,000	769,464	1875	
—	—	—	—	1871	Interest Paid: Not exceeding 1 per Cent.
—	—	—	—	1872	
—	—	—	—	1873	
—	—	—	—	1874	
—	—	—	—	1875	
—	—	1,400	46,915	1871	Exceeding 1 and not exceeding 2 per Cent.
—	—	1,400	46,915	1872	
—	—	1,400	46,915	1873	
—	—	—	231,821	1874	
—	—	—	113,566	1875	
14,500	—	21,000	—	1871	„ 2 and not exceeding 3 per Cent.
14,500	—	42,515	434,181	1872	
14,500	—	34,765	105,448	1873	
500	—	20,765	194,500	1874	
—	—	20,265	105,448	1875	
1,407,059	665,107	38,062,476	26,584,268	1871	„ 3 and not exceeding 4 per Cent.
1,331,079	891,876	34,374,789	40,045,454	1872	
1,267,544	1,230,580	30,473,974	49,292,939	1873	
1,244,146	1,400,060	29,566,371	57,623,302	1874	
1,203,603	1,405,269	26,016,414	69,193,607	1875	
2,448,717	1,637,033	43,071,738	38,421,927	1871	„ 4 and not exceeding 5 per Cent.
2,256,474	2,335,710	31,271,904	42,960,165	1872	
1,820,987	2,759,938	24,927,875	47,351,779	1873	
1,697,725	3,004,388	19,184,310	49,828,146	1874	
1,482,568	3,287,451	13,905,500	50,054,420	1875	
169,069	4,000	720,099	1,486,251	1871	„ 5 and not exceeding 6 per Cent.
140,789	—	437,809	2,072,454	1872	
124,790	—	364,600	2,297,673	1873	
86,615	9,870	483,525	2,760,548	1874	
67,050	—	419,375	2,754,179	1875	
—	—	21,516	—	1871	„ 6 and not exceeding 7 per Cent.
—	—	—	—	1872	
—	—	—	—	1873	
—	—	—	—	1874	
—	—	—	—	1875	
—	—	35,700	—	1871	„ 7 and not exceeding 8 per Cent.
—	—	36,600	18,000	1872	
—	—	36,600	18,000	1873	
—	—	3,099	18,000	1874	
—	—	11,200	18,000	1875	
4,039,345	2,306,140	82,095,545	67,282,535	1871	Total.
3,742,842	3,227,586	66,224,217	85,981,511	1872	
3,227,921	3,990,518	55,883,314	99,855,120	1873	
3,028,986	4,414,318	49,266,070	111,170,991	1874	
2,793,221	4,692,720	40,420,754	123,008,684	1875	

SUMMARY TABLES for ENGLAND an

No. 1.—CAPITAL.

—	AUTHORISED CAPITAL.			PAID-UP STO	
	By Shares and Stock.	By Loans and Debenture Stock.	TOTAL.	Ordinary.	Guaranteed
	£	£	£	£	£
* ENGLAND AND WALES	439,141,207	156,984,223	596,125,430	213,924,572	69,497,167
SCOTLAND	62,968,449	20,835,845	83,804,294	24,602,979	3,132,812
IRELAND	27,790,367	10,055,607	37,845,974	16,073,181	282,336
* TOTAL UNITED KINGDOM	529,900,023	187,875,675	717,775,698	254,600,732	77,912,315

* Exclusive of the capital of the Cowbridge Company.

No. 2.—TRAFFIC.

—	Length of Line in Miles open on 31st December 1875.			PASSENGER TRAFFIC.					GOODS TRAFFIC.		NUMBER OF MILES TRAVELLED BY TRAIN		
				Number of Passengers conveyed (exclusive of Season and Periodical Tickets).				Holders of Season or Periodical Tickets.					
	Double or more.	Single.	Total.	1st Class.	2nd Class.	3rd Class (including Parliamentary).	TOTAL.		Minerals.	General Merchandise.	Passenger Trains.	Goods and Mineral Trains.	TOTA
									Tons.	*Tons.*			
* ENGLAND AND WALES	7,329	4,460	11,789	37,136,435	63,036,442	350,859,764	451,032,641	508,354	95,661,394 and 26,517,376†	46,796,973	85,513,064	87,881,918	‡174,531,
SCOTLAND	1,060	1,661	2,721	4,653,714	3,322,607	31,092,611	39,068,932	67,666	21,431,072	6,308,622	9,836,524	14,218,606	¶25,427
IRELAND	509	1,639	2,148	1,918,737	4,166,122	10,788,802	16,873,661	20,737	679,100	2,675,114	5,381,483	2,534,532	††9,568
* TOTAL UNITED KINGDOM	8,898	7,760	16,658	43,708,886	70,525,171	392,741,177	506,975,234	597,257	117,771,566 and 26,517,376†	55,780,709	100,731,071	104,635,056	‡‡209,52

* Exclusive of Cowbridge for 11 months. † Not classified. ‡ Including 1,136,975 miles travelled by mixed trains.
§ Including 1,245*l.* receipts from passengers not classified. ‖ Including 446*l.* receipts from excess fares not classified.

No. 3.—WORKING EXPENDITURE, NET RECEIPTS, AND ROLLING STOC

—	Length of Line in Miles open on 31st December 1875.	WORKING EXPENDITURE.									
		Maintenance of Way, Works, &c.	Locomotive Power (including Stationary Engines).	Repairs and Renewals of Carriages and Waggons.	Traffic Expenses (Coaching and Merchandise).	General Charges.	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Com pensat for Dama and Loss Good
	No.	£	£	£	£	£	£	£	£	£
‡ ENGLAND AND WALES	11,789	5,347,049	7,369,913 and *£57,633	2,256,762	8,256,639	1,061,087	1,033,333	690,552	350,460	241,
SCOTLAND	2,721	779,032	862,516 and *£2,486	359,181	972,228	134,806	125,806	57,128	13,118	26,
IRELAND	2,148	416,589	393,122	111,223	389,176	68,808	70,270	—	17,460	11,
‡ TOTAL UNITED KINGDOM	16,658	6,542,670	8,625,551 and *£60,119	2,727,166	9,568,043	1,264,701	1,229,409	747,680	381,038	278,

* Not classified. † Exclusive of 33,594*l.* received by the North London Company for working other lines.

VALES, SCOTLAND, and IRELAND in 1875.

No. 1.—CAPITAL.

ND SHARE CAPITAL.		CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.			TOTAL CAPITAL paid up and raised by Loans and Debenture Stock.	SUBSCRIPTIONS TO OTHER COMPANIES.
Preferential.	TOTAL Paid-up Stock and Share Capital.	Loans.	Debenture Stock.	TOTAL raised by Loans and Debenture Stock.		
£	£	£	£	£	£	£
106,418,371	389,840,110	25,242,694	112,007,863	137,250,557	527,090,667	18,662,754
21,457,921	54,198,712	12,384,889	6,308,101	18,692,940	72,886,652	1,544,369
6,404,717	22,760,234	2,793,221	4,692,720	7,485,941	30,246,175	494,505
134,281,009	466,794,056	40,420,754	123,008,684	163,429,438	630,223,494	20,701,628

No. 2.—TRAFFIC.

RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.								RECEIPTS (GROSS) FROM GOODS TRAFFIC.				Miscellaneous, Rents, Tolls, Navigation, Steamboats, &c.	TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.
RECEIPTS FROM PASSENGERS.					Excess Luggage, Parcels, Carriages, Horses, Dogs, &c.	Mails.	TOTAL Receipts from Passenger Traffic.	Merchandise.	Live Stock.	Minerals.	TOTAL Receipts from Goods Traffic.		
st Class.	2nd Class.	3rd Class (including Parliamentary).	Holders of Season or Periodical Tickets.	TOTAL from Passengers.									
£	£	£	£	£	£	£	£	£	£	£	£	£	£
3,982,627	3,293,358	11,081,676	1,004,665	§19,363,571	2,008,543	452,063	‖ 21,824,628	15,755,700	814,882	11,576,709	27,947,291	1,954,497	51,726,416
466,980	239,710	1,311,324	104,854	2,122,868	226,207	111,731	2,460,806	1,963,391	174,289	1,951,484	**4,116,925	261,699	6,839,430
275,663	309,291	592,053	41,729	1,218,736	103,620	108,891	1,429,247	911,389	215,377	77,090	1,203,856	38,051	2,671,154
,725,270	3,842,359	12,985,053	1,151,248	22,705,175	2,338,370	670,690	25,714,681	18,630,480	1,204,548	13,405,283	33,268,072	2,254,247	61,237,000

¶ Including 1,372,766 miles travelled by mixed trains.
†† Including 1,652,318 miles travelled by mixed trains.

** Including 27,761*l.* receipts from Goods Traffic not classified.
‡‡ Including 4,162,059 miles travelled by mixed trains.

o. 3.—WORKING EXPENDITURE, NET RECEIPTS, AND ROLLING STOCK.

WORKING EXPENDITURE.				TOTAL RECEIPTS, as given in the Traffic Return.	NET RECEIPTS.	Proportion per Cent. of Expenditure to Total Receipts.	ROLLING STOCK on 31st December 1875.					
								CARRIAGES, WAGGONS, TRUCKS, &c.				
Legal and Parliamentary Expenses.	Steamboat, Canal, and Harbour Expenses.	Miscellaneous Working Expenditure not included in the foregoing.	TOTAL Working Expenditure.				Locomotives.	Carriages used for the Conveyance of Passengers only.	Other Vehicles attached to Passenger Trains.	Waggons of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggons used on the Railway, not included in the preceding Columns.	TOTAL NUMBER of Vehicles of all descriptions for Conveyance of Passengers, Live Stock, Ballast, &c.
£	£	£	£	£	£		*No.*	*No.*	*No.*	*No.*	*No.*	*No.*
257,238	921,282	410,710	†28,220,495	51,726,416	23,505,921	55	10,434	21,838	8,418	268,653	8,758	307,667
33,726	96,873	79,308	3,542,685	6,839,430	3,296,745	52	1,468	3,161	1,122	68,959	1,076	74,318
10,813	4,377	14,701	1,457,548	2,671,154	1,213,606	55	537	1,205	605	9,699	305	11,814
301,777	1,022,532	504,719	†33,220,728	61,237,000	28,016,272	54	12,439	26,204	10,145	347,311	10,139	393,799

Exclusive of Cowbridge for 11 months.

RAILWAY RETURNS.—1875.

No. 1.—CAPITAL, &c.

RETURN of the authorised SHARE and LOAN CAPITAL of the several RAILWAY COMPANIES in ENGLAND and WALES, SCOTLAND, and IRELAND, and of their PAID-UP ORDINARY, GUARANTEED, and PREFERENTIAL CAPITAL, and DEBENTURE STOCK or FUNDED DEBT, on the 31st day of December 1875, specifying the rate per cent. of the Dividends for the year 1875 on each of the said Capitals; showing also the Loans outstanding on the 31st day of December 1875, classified according to the several rates per cent. of Interest; and the Capital subscribed to other undertakings, whether such undertakings are on lease to, or worked by, the subscribing Company, or are independent.

No. 1.—AMOUNT of CAPITAL, &c., upon t

Name of Company.	Authorised Capital.			Paid-up Stock				
				Ordinary.		Guaranteed.		
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid
	£	£	£	£	Per cent.	£	Per cent.	Per ce
Aberdare	*Leased to the Taff Vale.*							
Abingdon	*Leased to the Great Western.*							
Alcester	50,000	16,650	66,650	49,232	Nil	—	—	—
Anglesey Central	140,000	46,600	186,600	108,269	Nil	—	—	—
Aylesbury and Buckingham	220,000	71,500	291,500	82,589	Nil	—	—	—
Bala and Dolgelly	*Worked by the Great Western.*							
Bala and Festiniog	190,000	63,300	253,300	—	—	—	—	—
Banbury and Cheltenham Direct	600,000	200,000	800,000	445,815	Nil	—	—	—
Barnoldswick	*Worked by the Midland.*							
Barnstaple and Ilfracombe	Amalgamated with the London and South-Western under Act 37 & 38 Vict. c. 143.							
Bedford and Northampton	*Leased to the Midland.*							
Berks and Hants Extension	*Worked by the Great Western.*							
Birkenhead (vested jointly in Great Western and London and North-Western).	2,550,000	—*	2,550,000	1,941,505 134,316†	4 —	—	—	—
Birkenhead, Chester, and North Wales	840,000	280,000	1,120,000	1,750	Nil	—	—	—
Birmingham and Lichfield Junction	135,000	45,000	180,000	1,500	Nil	—	—	—
Birmingham West Suburban	Amalgamated with the Midland under 38 & 39 Vict. c. 111.							
Bishop's Castle	472,000	157,000	629,000	133,259	Nil	—	—	—
Bishop's Waltham	*Worked by the London and South-Western.*							
Bodmin and Wadebridge	97,500	38,000*	135,500	27,393*	Nil	—	—	—
Bodmin, Wadebridge, and Delabole	120,000	40,000	160,000	—	—	—	—	—
Brading Harbour Improvements and Railway.	40,000	13,300	53,300	—	—	—	—	—
Brecon and Merthyr Tydfil Junction	1,228,900	764,420	1,993,320	264,360	Nil	—	—	—
Brewood and Wolverhampton	25,000	8,000	33,000	—	—	—	—	—
Bridport	*Leased to the Great Western.*							

st December 1875.—ENGLAND AND WALES.

ARE CAPITAL.			CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					TOTAL CAPITAL paid up and raised by Loans and Debenture Stock.	SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
Preferential.				Loans.		Debenture Stock.				
Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.	Total Paid-up Stock and Share Capital.	Amount.	Rate of Interest.	Amount.	Rate of Interest.	Total raised by Loans and Debenture Stock.		
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£	
—	–	–	49,232	7,200	4	—	–	7,200	56,432	—	Line not yet open for traffic.
—	–	–	108,269	40,000	5	—	–	40,000	148,269	—	
—	–	–	82,589	36,500	5	—	–	36,500	119,089	—	
—	–	–	—	—	–	—	–	—	—	—	
—	–	–	445,815	—	–	113,727	5	113,727	559,542	—	Line not open for traffic.
404,200	4½	4½	2,480,021	—	–	—	–	—	2,480,021	—	* Borrowing powers assumed in equal moieties by the companies in which the line is vested. † Calls received on forfeited shares, in respect of which no dividend is paid.
—	–	–	1,750	—	–	—	–	—	1,750	—	
—	–	–	1,500	—	–	—	–	—	1,500	—	
86,750	5	Nil	220,009	88,000 1,700	5 6	—	–	89,700	309,709	—	
—	–	–	27,393	8,000	Nil	—	–	8,000	35,393	—	* 5,000*l.* of the ordinary capital has been raised in place of a like amount of debenture loans.
—	–	–	—	—	–	—	–	—	—	—	The authorised capital of the company was reduced by 37 & 38 Vict. c. 191.
—	–	–	—	—	–	—	–	—	—	—	
868,640	5	5*	1,133,000	—	–	724,995 14,075†	5 5	739,070	1,872,070	—	* 5 per cent. paid on 52,900*l.* only —Rumney shares. † Capitalized value of rent-charges.
—	–	–	—	—	–	—	–	—	—	—	

No. 1.—Amount of Capital, &c., upon

Name of Company.	Authorised Capital.			Paid-up Stock				
				Ordinary.		Guaranteed.		
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid
	£	£	£	£	Per cent.	£	Per cent.	Per c
Bristol and Exeter	4,726,409	1,252,872	5,979,281	2,022,460	3½	—	—	—
Leased to or worked by the Bristol and Exeter. — Devon and Somerset	272,700	596,000	868,700	259,582	Nil	—	—	—
Leased to or worked by the Bristol and Exeter. — Minehead	65,000	—	65,000	100	6	—	—	—
Leased to or worked by the Bristol and Exeter. — West Somerset	144,000	40,000	184,000	67,796	⅞	—	—	—
Bristol and North Somerset	*Worked by the Great Western.*							
Bristol and Portishead Pier and Railway (Including the Capital of the Portishead Dock Undertaking)	515,000	171,600	686,600	290,947	Nil	—	—	—
Bristol Port, Railway, and Pier	125,000	41,000	166,000	125,000	Nil	—	—	—
Bromley Direct	25,000	8,300	33,300	—	—	—	—	—
Buckfastleigh, Totnes, and South Devon	*Worked by the South Devon.*							
Buckinghamshire	*Leased to the London and North-Western.*							
Buckley	*Worked by the Wrexham, Mold, and Connah's Quay.*							
Burry Port and Gwendreath Valley	280,000	93,000	373,000	135,400	Nil	—	—	—
Bury St. Edmunds and Thetford	100,000	33,300	133,300	66,422	Nil	—	—	—
Calne	*Worked by the Great Western.*							
Cambrian	3,410,554	1,398,843	4,809,397	826,748	Nil	80,000 327,900	4½ 5	4 5
Cannock Chase and Wolverhampton	80,000	26,600	106,600	70,500	3	—	—	—
Cardiff and Ogmore Valley	100,000	33,300	133,300	82,820	Nil	—	—	—
Carmarthen and Cardigan	300,000	93,300	393,300	29,000	Nil	—	—	—
Central Wales and Carmarthen Junction	531,000	12,000	543,000	140,000 68,500* 68,000†	Nil Nil Nil	—	—	—
Charnwood Forest	135,000	45,000	180,000	8,379	Nil	—	—	—
Cheshire Lines Committee (Consisting of the Great Northern, Manchester, Sheffield, and Lincolnshire, and Midland Railway Companies.) Incorporated by "The Cheshire Lines Act, 1867."	—*	—*	—*	—	—	—	—	—
Chester and Holyhead	*Worked by the London and North-Western.*							
Chichester and Midhurst	190,000	63,000	253,000	76,352	Nil	—	—	—
Cleveland Extension Mineral	170,000	56,000	226,000	4,900	Nil	—	—	—
Cockermouth, Keswick, and Penrith	259,000	85,000	344,000	234,000	4½	—	—	—
Colchester, Stour Valley, Sudbury, and Halstead.	*Leased to the Great Eastern.*							
Coleford	66,000	22,000	88,000	13,200	Nil	—	—	—
Coleford, Monmouth, Usk, and Pontypool	*Leased to the Great Western.*							

t December 1875.—ENGLAND AND WALES—*continued.*

RE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.							
Preferential.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.	Total Capital paid up and raised by Loans and Debenture Stock.	Subscriptions to other Companies.	Remarks.
mount.	Preferential Rate of Dividend.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.				
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£	
5,135	4	4	4,253,552	3,770	3½	819,142	4	1,252,305	5,505,857	509,196	
123,814	4	4		26,920	4	250,533	4¼				
798,943	4½	4½		125,915	4¼	26,025	4⅓				
84,200	4½	4⅔									
219,000	5	5									
12,000	5	Nil	271,582	—	—	165,878	5*	587,838	859,420	6,895	* Nothing paid.
						421,960	6†				† 3¼ paid for the year 1875.
45,000	4½	4 1/180	45,100	—	—	—	—	—	45,100	—	
641	5	5	142,177	—	—	40,000	4	40,000	182,177	—	
21,540	5	5									
52,200	5	5									
59,305	5	Nil	350,252	76,716	5	—	—	76,716	426,968	—	
—	—	—	125,000	41,000	5	—	—	41,000	166,000	—	
—	—	—	—	—	—	—	—	—	—	—	
49,820	5	Nil	185,220	10,500	5	17,350	5	60,550	245,770	—	
				32,700	6						
—	—	—	66,422	16,100	4½	—	—	19,500	85,922	—	
				3,400	6						
425,260	5	Nil	2,659,908	63,641*	5	677,564	4†	1,430,219	4,090,127	—	* Capitalized value of Rent-charge.
						689,014	5				† With a contingent increase of 1 per cent., as provided in scheme of arrangement.
—	—	—	70,500	26,600	6	—	—	26,600	97,100	—	
—	—	—	82,820	—	—	—	—	—	82,820	—	
158,780	6	Nil	187,780	60,000	5	—	—	60,000	247,780	—	
98,000	5	2¾	494,500	—	—	—	—	—	494,500	—	* Preferred shares.
120,000	5	Nil									† Deferred shares.
—	—	—	8,379	—	—	—	—	—	8,379	—	
—	—	—	—	28,566	4¼	—	—	44,338	44,338	—	* The Capital is authorised to be raised and subscribed by the three owning Companies in equal proportions, and is shown in their separate returns. The existing loans will be paid off as they fall due.
				15,772	4½						
—	—	—	76,352	—	—	—	—	—	76,352	—	
—	—	—	4,900	—	—	—	—	—	4,900	—	
25,000	5	5	259,000	45,050	4	—	—	84,950	343,950	—	
				19,650	4¼						
				20,250	4½						
	—	—	13,200	—	—	—	—	—	13,200	—	

No. 1.—Amount of Capital, &c., upon th

Name of Company.	Authorised Capital.			Paid-up Stock an				
				Ordinary.		Guaranteed.		
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.
	£	£	£	£	Per cent.	£	Per cent.	Per cent
Colne Valley and Halstead	218,000	71,633	289,633	61,979	Nil	—	—	—
Cornwall	1,645,060	548,000	2,193,060	575,460	Nil	799,600	4½	4½
Cornwall Minerals	850,000	275,000	1,125,000	375,000	Nil	—	—	—
Newquay and Cornwall Junction	30,000	9,000	39,000	16,897	Nil*	—	—	—
Cornwall Minerals and Bodmin and Wadebridge Junction.	90,000	30,000	120,000	—	—	—	—	—
Corris	15,000	5,000	20,000	15,000	4¾	—	—	—
Corwen and Bala	*Leased to the Great Western.*							
Cowbridge*	—	—	—	—	—	—	—	—
Cowes and Newport (Isle of Wight)	60,000	19,800	79,800	29,965	Nil	—	—	—
Croesor and Portmadoc	25,000	8,330	33,330	15,000	Nil	—	—	—
Cromford and High Peak	*Leased to the London and North-Western.*							
Crystal Palace and South London Junction	Amalgamated with the London, Chatham, and Dover, under Act 38 & 39 Vict. c.139.							
Culm Valley Light	25,000	8,000	33,000	23,367	Nil	—	—	—
Dare Valley	*Leased to the Taff Vale.*							
Denbigh, Ruthin, and Corwen	172,500	82,500	255,000	89,604	Nil	—	—	—
Devon and Cornwall	1,000,000	332,633	1,332,633	90,000	Nil	—	—	—
Devon and Somerset	*Worked by the Bristol and Exeter.*							
Didcot, Newbury, and Southampton Junction	600,000	200,000	800,000	—	—	—	—	—
Dowlais	—	—	—	—	—	—	—	—
Dowlais Extension	—	—	—	—	—	—	—	—
Dudley and Oldbury Junction	100,000	33,000	133,000	—	—	—	—	—
East and West Junction	300,000	700,000	1,000,000	300,000	Nil	—	—	—
East Cornwall Mineral (Calstock to Callington).	60,000	20,000	80,000	30,000	Nil	—	—	—
East Gloucestershire	*Worked by the Great Western.*							
East Lincolnshire	*Leased to the Great Northern.*							
East London	*Worked by the London, Brighton, and South Coast.*							
East Norfolk	*Worked by the Great Eastern.*							
Easton and Church Hope	30,000	10,000	40,000	20,250	Nil	—	—	—

December 1875.—England and Wales—*continued.*

Capital.			Capital raised by Loans and Debenture Stock.					Total Capital paid up and raised by Loans and Debenture Stock.	Subscriptions to other Companies.	Remarks.
Preferential.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.		
Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.			
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£	
84,250	5	Nil	146,229	58,245	5	—	—	58,245	204,474	—	
—	–	–	1,375,060	16,952	4	406,161	4½	458,719	1,833,779	—	
				25,516	4¼						
				10,090	4½						
75,000	6	Nil	774,589	73,700	5	173,785	5	247,485	1,022,074	24,589	* Rentcharge Stock; dividend payable only out of the revenue of the Newquay and Cornwall Junction line.
24,589*	6	Nil									
993	–*	Nil	17,890	1,250	5	—	–	5,350	23,240	—	* A rent equal to one per cent. for the year ended 30th June 1874, rising one per cent. per annum to 4 per cent. on 18,000*l.*, is guaranteed by the Cornwall Minerals Railway Company.
				4,100	6						
—	–	–	—	—	–	—	–	—	—	—	
—	–	–	15,000	—	–	4,950	5	4,950	19,950	—	
—	–	–	—	—	–	—	–	—	—	—	* The meeting of the shareholders has been adjourned to 20th July; it is therefore not considered advisable to delay the printing of the return till after that date; no information can therefore be given. The line has been worked by the Taff Vale from 1st December 1875.
—	–	–	29,965	10,000	5	—	–	10,000	39,965	—	
—	–	–	15,000	8,000	5½	—	–	8,000	23,000	—	
—	–	–	23,367	8,000	4½	—	–	8,000	31,367	—	Line not open for traffic.
53,160	5	2	142,764	48,100	4	—	–	101,116	243,880	—	* Capitalized value of Rentcharges.
				24,950	5						
				1,175*	4						
				1,145*	4½						
				25,746*	5						
85,000	5	Nil	175,000	2,500	4	—	–	53,333	228,333	—	Of the 1,000,000*l.* Share and 332,633*l.* Loan Capital, 160,000*l.* Share and 53,333*l.* Loan has been expended on a line purchased by the London and South-Western Railway Company, the consideration being 75,000*l.* Ordinary, 75,000*l.* Preference 4 per cent., and 53,333*l.* Debenture Stock of that Company; in the course of the year 1876 the Capital of the Devon and Cornwall Company will, therefore, be reduced by 213,333*l.* The totals of the several descriptions of capital given in the tables are exclusive of the amounts thus cancelled by the purchase of part of the Devon and Cornwall Line, the sale having practically taken place in the year 1875.
				50,833	4½						
—	–	–	—	—	–	—	–	—	—	—	
—	–	–	—	—	–	—	–	—	—	—	This Railway being the property of the Dowlais Iron Company, there is no separate capital for the Railway.
—	–	–	—	—	–	—	–	—	—	—	
—	–	–	—	—	–	—	–	—	—	—	
—	–	–	300,000	—	–	399,901	5	649,525	949,525	—	* Second Debenture Stock.
						50,936	6				† Third Debenture Stock.
						100,000*	Nil‡				‡ Interest on the Second and Third Debenture Stocks is payable up to the rate of 6*l.* per cent. per annum, but only out of the net profits of each year. The second and Third Debenture Stocks rank in order after the First Debenture Stocks.
						98,688†	Nil‡				
30,000	6	Nil	60,000	15,000	5	—	–	20,000	80,000	—	* Rentcharge Stock.
				5,000*	5						
—	–	–	20,250	—	–	—	–	—	20,250	—	

No. 1.—AMOUNT of CAPITAL, &c., upon th

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AN				
				Ordinary.		Guaranteed.		
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.
	£	£	£	£	Per cent.	£	Per cent.	Per cent.
Ely and Bury St. Edmunds (Light)	100,000	33,300	133,300	1,085	Nil	—	—	—
Ely and Clydach Valleys	33,000	11,000	44,000	6,600	Nil	—	—	—
Ely and Newmarket	100,000	33,333	133,333	—	—	—	—	—
Ely, Haddenham, and Sutton	*Worked by the Great Eastern.*							
Ely Valley	*Worked by the Great Western.*							
Evesham and Redditch	*Worked by the Midland.*							
Evesham, Redditch, and Stratford-upon-Avon Junction.	90,000	30,000	120,000	5,330	Nil	—	—	—
Exeter and Crediton	*Leased to the London and South-Western.*							
Exmouth Docks and Railway	60,000	15,000	75,000	60,000	Nil	—	—	—
Fal Valley	45,000	15,000	60,000	—	—	—	—	—
Fareham	40,000	13,300	53,300	—	—	—	—	—
Faringdon	*Worked by the Great Western.*							
Felixstowe Railway and Pier	130,000	43,300	173,300	63,932	Nil	—	—	—
Festiniog	176,186	42,000	218,186	86,186	5	—	—	—
Festiniog and Blaenau	20,000	12,850	32,850	11,482	Nil	—	—	—
Forcett	34,200	11,400	45,600	32,950	6	—	—	—
Forest of Dean Central	*Worked by the Great Western.*							
Freshwater, Yarmouth, and Newport	130,000	43,000	173,000	—	—	—	—	—
Furness	3,493,500	1,115,066	4,608,566	1,542,000	6½	10,000 1,100,000	2½ 5	2½ 5
Garstang and Knot End	90,000	30,000	120,000	60,000	Nil	—	—	—
Gorsedda Junction and Portmadoc	20,000	6,667	26,667	19,836	Nil	—	—	—
Great Eastern	20,702,578	10,033,871	30,736,449	8,350,228 1,764,590 826,885	½ Nil Nil	23,750 669,375 109,600 3,735,987 105,000 761,817 80,654	3½ 4 4½ 5 5½ 6 7	3½ 4 4½ 5 5½ 6 7
Leased to or worked by the Great Eastern. — Colchester, Stour Valley, Sudbury, and Halstead.	250,000	83,000	333,000	228,675	3⅜	—	—	—
Leased to or worked by the Great Eastern. — East Norfolk	200,000	66,600	266,600	57,800	Nil	—	—	—
Leased to or worked by the Great Eastern. — Ely, Haddenham, and Sutton	36,000	12,000	48,000	36,000	1 p/16	—	—	—
Leased to or worked by the Great Eastern. — Hunstanton and West Norfolk	195,000	65,000	260,000	75,000 60,000	2 5/16 8 13/16	—	—	—
Leased to or worked by the Great Eastern. — London and Blackwall	1,982,180	656,000	2,638,180	1,549,352	4½	—	—	—
Leased to or worked by the Great Eastern. — Lowestoft Railway and Harbour	240,000	—	240,000	—	—	120,000 120,000	4 6	4 6
Leased to or worked by the Great Eastern. — Mellis and Eye	15,000	5,000	20,000	14,691	Nil*	—	—	—

December 1875.—England and Wales—*continued.*

Share Capital.				Capital raised by Loans and Debenture Stock.					Total Capital paid up and raised by Loans and Debenture Stock.	Subscriptions to other Companies.	Remarks.
Preferential.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.			
Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.				
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£	
—	–	–	1,085	—	–	—	–	—	1,085	—	
—	–	–	6,600	—	–	—	–	—	6,600	—	The Railway is in course of construction.
—	–	–	—	—	–	—	–	—	—	—	
—	–	–	5,330	—	–	—	–	—	5,330	—	
—	–	–	60,000	15,000	5	—	–	15,000	75,000	—	The railway is merely a branch line over which the trains of the London and South-Western Company convey goods to the docks.
—	–	–	—	—	–	—	–	—	—	—	
—	–	–	—	—	–	—	–	—	—	—	
—	–	–	63,932	—	–	—	–	—	63,932	—	
40,000	5	5	126,186	7,400 4,600	4½ 5	—	–	12,000	138,186	—	In addition to paying interest on capital the Company paid 1,511*l.* for way-leave, and 89*l.* for rent of lands.
—	–	–	11,482	12,850	5	—	–	12,850	24,332	—	As at 29th February 1876.
—	–	–	32,950	8,980 1,020	5 4½	—	–	10,000	42,950	—	The Company is incorporated under the Companies Acts, 1862 and 1867.
—	–	–	—	—	–	—	–	—	—	—	
227,000 80,000 298,000 227,500 9,000	4½ 5 6 8 10	4½ 5 6 8 10	3,493,500	324,402 53,449	4 4¼	735,669	4	1,113,520	4,607,020	—	
17,100	5	Nil	77,100	16,100	5	—	–	16,100	93,200	—	Line re-opened for traffic on 24th February 1875.
—	–	–	19,836	800 5,800	6 8	—	–	6,600	26,436	—	Line opened for traffic on 2nd September 1875.
916,454 211,954 58,109	4½ 5 6½	4½ 5 6½	20,614,403	745,575 1,576,486 1,037,652 9,184 200,400	4 4¼ 4½ 5 5	1,213,978 128,435 488,217 1,510,000 2,920,193	4 4¼ 4½ 5 5	9,830,120	30,444,523	331,130	
30,250	5	5	258,925	—	–	—	–	—	258,925	—	
76,326	6	1	134,126	29,300	6	—	–	29,300	163,426	—	
—	–	–	36,000	—	–	12,000	5	12,000	48,000	—	
9,885	4½	4½	144,885	—	–	20,000 25,000	4½ 5	45,000	189,885	—	
250,055	4½	4½	1,799,407	74,730 19,930	4¼ 4½	468,850	4¼	563,510	2,362,917	—	
—	–	–	240,000	—	–	—	–	—	240,000	—	
—	–	–	14,691	3,482	5	—	–	3,482	18,173	—	* By a resolution of the Shareholders the balance of net revenue is applied in reduction of the loan capital.

No. 1.—Amount of Capital, &c., upon the

Name of Company.	Authorised Capital.			Paid-up Stock and				
				Ordinary.		Guaranteed.		
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.
	£	£	£	£	Per cent.	£	Per cent.	Per cent.
Great Eastern—*cont.*								
Leased to or worked by the Great Eastern. Northern and Eastern	1,180,400	307,800	1,488,200	847,800 264,730	5 6	63,000 3,910	5 6	5 6
Leased to or worked by the Great Eastern. Saffron Walden	120,000	39,000	159,000	94,745	Nil	—	—	—
Leased to or worked by the Great Eastern. Tendring Hundred	155,000	133,852	288,852	99,275	Nil	—	—	—
Leased to or worked by the Great Eastern. Wivenhoe and Brightlingsea *See also* "Tottenham and Hampstead Junction."	40,000	13,000	53,000	24,955	Nil	—	—	—
Great Marlow	18,000	6,000	24,000	8,580	Nil	—	—	—
Great Northern	21,436,888	7,128,726	28,565,614	7,221,120 1,159,275 1,159,275 137,480* 175,611† 269,260‡	6½ 7 6 5⅛ -- —	—	—	—
Leased to or worked by the Great Northern. East Lincolnshire	600,000	—*	600,000	600,000	6	—	—	—
Leased to or worked by the Great Northern. Hatfield and St. Albans	85,000	28,000	113,000	57,980	Nil	—	—	—
Leased to or worked by the Great Northern. Horncastle	48,000	13,000	61,000	48,000	8	—	—	—
Leased to or worked by the Great Northern. Louth and Lincoln	277,000	92,000	369,000	250,000	Nil	—	—	—
Leased to or worked by the Great Northern. Muswell Hill Estate	70,000	—	70,000	70,000	Nil	—	—	—
Leased to or worked by the Great Northern. Nottingham and Grantham Railway and Canal.	1,014,000	265,000	1,279,000	1,014,000	4 1/20	—	—	—
Leased to or worked by the Great Northern. Royston and Hitchin	346,667	115,466	462,133	266,675	6	—	—	—
Leased to or worked by the Great Northern. Spilsby and Firsby	25,000	8,333	33,333	25,000	Nil	—	—	—
Leased to or worked by the Great Northern. Stamford and Essendine	140,000	46,000	186,000	121,500	Nil	—	—	—
Leased to or worked by the Great Northern. Wainfleet and Firsby	18,000	6,000	24,000	18,000	Nil	—	—	—
Leased to or worked by the Great Northern. Extension to Skegness *See also* the "Cheshire Lines Committee," "Midland and Eastern," and "Norwich and Spalding."	27,000	9,000	36,000	27,000	Nil	—	—	—
Great North of England, Clarence, and Hartlepool Junction.	*Leased to the North-Eastern.*							
Great Western	40,396,451	14,790,734	55,187,185*	13,825,265	4¼	17,998,966	5	5
Leased to or worked by the Great Western. Abingdon	20,000	5,000	25,000	15,000	6	—	—	—
Leased to or worked by the Great Western. Bala and Dolgelly	180,000	58,900	238,900	168,830	3	—	—	—
Leased to or worked by the Great Western. Berks and Hants Extension	298,000	99,000	397,000	108,725	3½	—	—	—

December 1875.—England and Wales—*continued.*

E Capital.				Capital raised by Loans and Debenture Stock.					Total Capital paid up and raised by Loans and Debenture Stock.	Subscriptions to other Companies.	Remarks.
Preferential.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.			
ıount.	Preferential Rate of Dividend.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.				
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£	
—	—	—	1,179,440	—	—	—	—	—	1,179,440	—	
24,770	3	Nil	119,515	30,985	4	—	—	30,985	150,500	—	
—	—	—	99,275	—	—	66,651 34,852	1½ 3½	101,503	200,778	—	
14,640	6	Nil	39,595	9,580	5	—	—	9,580	49,175	—	
9,420	5	2½	18,000	5,500	5	—	—	5,500	23,500	—	
55,000 43,400 00,000 53,000 22,262 75,000 22,500§	3½ 4 4¼ 4½ 5 6½ 6¼	3½ 4 4¼ 4½ 5 6½ 6¼	18,893,183	5,750 197,700 9,100	3¾ 4 4¼	5,936,132 53,000	4 5	6,201,682	25,094,865	2,681,430	* Bradford and Thornton shares—to be incorporated with the ordinary stock. † Halifax, Thornton, and Keighley shares—to bear dividend from 5th August 1876. ‡ New Ordinary 1864, not bearing dividend. § Westgate Station shares—dividend distributed by Great Northern Company.
—	—	—	600,000	—	—	—	—	—*	600,000	—	* Borrowing powers (200,000*l.*) exercised by the Great Northern Railway Company, which Company guarantees the dividend on the ordinary capital.
—	—	—	57,980	23,000	5	—	—	23,000	80,980	—	
—	—	—	48,000	13,000	4¼	—	—	13,000	61,000	—	
21,500	6	Nil	271,500	83,000	5	—	—	83,000	354,500	—	
—	—	—	70,000	—	—	—	—	—	70,000	—	
—	—	—	1,014,000	—	—	—	—	—	1,014,000	—	
—	—	—	266,675	—	—	—	—	—	266,675	—	
—	—	—	25,000	8,333	5	—	—	8,333	33,333	—	
18,500	5	5	140,000	—	—	7,700 10,300	4½ 5	18,000	158,000	—	
—	—	—	18,000	6,000	5	—	—	6,000	24,000	—	
—	—	—	27,000	9,000	5	—	—	9,000	36,000	—	
296,368	5	5	38,120,599	2,700 86,000 259,633 1,135,062 33,750 2,110 22,770	3½ 3¾ 4 4¼ 4½ 4¾ 5	5,632,164 668,433 3,723,288 2,079,968	4 4¼ 4½ 5	13,645,878	51,766,477	937,062	As at 31st January 1876. * This does not include some permissive powers, which as yet have not been exercised, in relation to the assumption of the borrowing powers of other Companies, and to the creation of Capital for the acquisition of or the subscribing towards the undertakings of other Companies; nor does it include Capital authorised to be raised jointly with other Companies.
600	5	5	15,600	5,000	4½	—	—	5,000	20,600	—	
—	—	—	168,830	44,100 6,180	4½ 5	—	—	50,280	219,110	—	
50,000	5	5	158,725	69,600 5,500 600 23,300	4 4¼ 4½ 5	—	—	99,000	257,725	—	

No. 1.—AMOUNT of CAPITAL, &c., upon th

NAME OF COMPANY.	AUTHORISED CAPITAL. By Shares and Stock.	By Loans and Debenture Stock.	Total.	PAID-UP STOCK AN Ordinary. Amount.	Rate of Dividend paid.	Guaranteed. Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.
Great Western—*cont.*	£	£	£	£	Per cent.	£	Per cent.	Per cent.
Leased to or worked by the Great Western—*cont.*								
Bridport	85,000	21,600	106,600	64,431	¾	—	—	—
Bristol and North Somerset	475,000	157,800	632,800	410,072	Nil	—	—	—
Calne	35,000	43,600	78,600	20,820	Nil	—	—	—
Coleford, Monmouth, Usk, and Pontypool.	160,000	50,000	210,000	160,000	5	—	—	—
Corwen and Bala	144,000	40,000	184,000	120,000	3½	—	—	—
East Gloucestershire	225,000	75,000	300,000	206,500	Nil	—	—	—
Ely Valley	83,000	27,300	110,300	35,000*	—	—	—	—
				48,000	5½			
Faringdon	27,500	9,100	36,600	10,000	Nil	—	—	—
Forest of Dean Central	81,000	26,660	107,660	39,517	Nil	—	—	—
Kington and Eardisley	160,000	83,000	243,000	63,930	Nil	—	—	—
Leominster and Kington (including the Presteign Branch).	120,000	39,000	159,000	91,830	4	—	—	—
Llanelly Railway and Dock	364,000	121,000	485,000	200,000	6½	—	—	—
Llangollen and Corwen	110,000	30,000	140,000	90,000	3	—	—	—
Llynvi and Ogmore	955,000	317,800	1,272,800	271,920	6	130,920	5	5
Marlborough	51,000	15,000	66,000	30,830	1¾	—	—	—
Milford	70,000	23,000	93,000	58,430	1 3/16	—	—	—
Monmouthshire Railway and Canal	1,440,000	477,450	1,917,450	830,000	3 17/44	—	—	—
Much Wenlock and Severn Junction	89,000	23,000	112,000	24,960	2½	20,000	5	4½
Nantwich and Market Drayton	120,000	40,000	160,000	119,360	4½	—	—	—
Pontypool, Caerleon, and Newport	100,000	33,300	133,300	100,000	5	—	—	—
Ross and Monmouth	160,000	53,000	213,000	79,405	Nil	—	—	—
Stratford-upon-Avon	107,500	26,700	134,200	64,918	8¼	—	—	—
Vale of Llangollen	96,000	23,000	119,000	44,700	5½	—	—	—
Wellington and Drayton	300,000	33,333	333,333	251,120	4½	—	—	—
Wellington and Severn Junction	60,000	10,000	70,000	59,862	5	—	—	—
Wenlock	125,000	41,500	166,500	40,000*	Nil	—	—	—
				60,000	2½			
Witney	50,000	33,000	83,000	37,044	3	—	—	—
Worcester, Bromyard, and Leominster *See also* "Birkenhead," "Hammersmith and City," "Ludlow and Clee Hill," "Shrewsbury and Hereford," "Tenbury," "Vale of Towy" "Victoria Station and Pimlico," "West London," and "Weymouth and Portland."	210,000	159,000	369,000	108,404	Nil	—	—	—

December 1875.—ENGLAND AND WALES—*continued.*

Capital.				Capital raised by Loans and Debenture Stock.					Total Capital paid up and raised by Loans and Debenture Stock.	Subscriptions to other Companies.	Remarks.
Preferential.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.			
ount.	Preferential Rate of Dividend.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.				
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£	
0,000	6	6	84,431	21,600	5	—	–	21,600	106,031	—	
–	–	–	410,072	—	–	122,636	5	122,636	532,708	—	
–	–	–	20,820	31,320 11,600	4 5	—	–	42,920	63,740	—	
–	–	–	160,000	50,000	5	—	–	50,000	210,000	—	
2,400	5	5	122,400	40,000	4½	—	–	40,000	162,400	2,400	
–	–	–	206,500	73,400	4½	—	–	73,400	279,900	—	
–	–	–	83,000	1,500 7,600	4¼ 4½	15,000	4½	24,100	107,100	—	* Amount held by the Great Western Railway Company, on which no dividend is paid.
5,060	5½	Nil	15,060	7,500	5	—	–	7,500	22,560	—	
0,850	6	Nil	80,367	25,626	5	—	–	25,626	105,993	—	
9,812	5	Nil	123,742	72,900	5	—	–	72,900	196,642	—	
0,360	4½	4½	112,190	31,000 7,000	4½ 4¾	—	–	38,000	150,190	—	
5,569	5	5	364,000	33,060	4	39,510	4	121,000	485,000	—	
4,000	5	6⅓		2,200	4¼	1,300	5				
4,431	6	6		44,330	4½						
				600	5						
2,000	5	5	92,000	27,450 2,550	4½ 5	—	–	30,000	122,000	2,000	
5,680	4½	4½	694,460	14,340	4	17,460	4	208,632	903,092	—	
5,940	5	5		45,581	4½	13,778	4½				
				81,109	5	36,364	5				
4,800	6	6	35,630	10,950 1,915 2,100*	4 5 5	—	–	14,965	50,595	—	* Capitalized Rentcharge.
–	–	–	58,430	6,400 7,800	4 4½	—	–	14,200	72,630	—	
4,844	5	5	1,234,844	8,400 11,372 27	4¼ 4½ 5	154,703 211,739	4 4½	386,241	1,621,085	60,000	
5,000	5	5	59,960	8,000	4½	—	–	8,000	67,960	20,000	
—	–	–	119,360	26,300	4½	—	–	26,300	145,660	—	
—	–	–	100,000	33,300	5	—	–	33,300	133,300	—	
9,360	6	6	158,765	47,100	4½	—	–	47,100	205,865	—	
1,750	5	5	106,668	6,600 8,800 8,700	4 4¼ 4½	—	–	24,100	130,768	24,020	
7,700	5	5	72,400	22,900 100	4½ 5	—	–	23,000	95,400	1,200	
—	–	–	251,120	—	–	—	–	—	251,120	—	
—	–	–	59,862	2,830	4	—	–	2,830	62,692	—	
5,000	5	5	125,000	35,029 6,471†	4½ 4	—	–	41,500	166,500	—	* Amount subscribed by the "Great Western" and "Much Wenlock and Severn Junction" Railway Companies. † Capitalized value of Rentcharges.
2,150	5	5	49,194	23,000	4½	—	–	33,000	82,194	—	
—	–	–	108,404	—	–	54,100	5	54,100	162,504	—	

No. 1.—Amount of Capital, &c., upon

Name of Company.	Authorised Capital.			Paid-up Stock				
				Ordinary.		Guaranteed.		
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Ra of Divid paid
	£	£	£	£	Per cent.	£	Per cent.	Per c
Gwendraeth Valleys	170,000	56,600	226,600	100,000	Nil	—	—	—
Halesowen and Bromsgrove Branch Railways	147,000	49,000	196,000	89,030	—*	—	—	—
Hammersmith and City Great Western and Metropolitan Railway Companies jointly in respect of the.	340,000	113,000	453,000	—	—	141,260 179,884	5 5½	5 5
Harborne	*Worked by the London and North-Western.*							
Harrow and Rickmansworth	150,000	50,000	200,000	—	—	—	—	—
Hatfield and St. Albans	*Worked by the Great Northern.*							
Hayling Railways	*Leased to the London, Brighton, and South Coast.*							
Hemel Hempstead and London and North-Western.	190,000	63,200	253,200	35,130	Nil	—	—	—
Henley-in-Arden and Great Western Junction	30,000	10,000	40,000	—	—	—	—	—
Hereford, Hay, and Brecon	*Leased to the Midland.*							
Hexham and Allendale	75,000	25,000	100,000	74,944*	Nil	—	—	—
Holme and Ramsey	Amalgamated with the Great Eastern under Act 38 & 39 Vict. c. 134. The line has been leased to the Great Northern Railway Company.							
Horncastle	*Worked by the Great Northern.*							
Hoylake and Birkenhead Railway and Tramway.	118,000	—	118,000	220	Nil	—	—	—
Hunstanton and West Norfolk	*Worked by the Great Eastern.*							
Hylton, Southwick, and Monkwearmouth	50,000	16,600	66,600	15,700	Nil	—	—	—
Isle of Wight	196,360	146,300	342,660	109,150	3½	—	—	—
Isle of Wight (Newport Junction)	134,000	44,600	178,600	56,490	Nil	—	—	—
Keighley and Worth Valley	*Worked by the Midland.*							
Kendal and Windermere	*Leased to the London and North-Western.*							
Kettering, Thrapstone, and Huntingdon	*Worked by the Midland.*							
Kingsbury and Harrow	150,000	50,000	200,000	—	—	—	—	—
King's Lynn Docks and Railway	135,500	45,160	180,660	59,408	Nil	—	—	—
Kington and Eardisley	*Worked by the Great Western.*							

December 1875.—ENGLAND AND WALES—*continued.*

E CAPITAL.			Total Paid-up Stock and Share Capital.	CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.				Total raised by Loans and Debenture Stock.	TOTAL CAPITAL paid up and raised by Loans and Debenture Stock.	SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
Preferential.				Loans.		Debenture Stock.					
ount.	Preferential Rate of Dividend.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.				
£	Per cent.	Per cent.	£	£	Per cent.		Per cent.	£	£	£	
—	—	—	100,000	33,300	5	—	—	33,300	133,300	—	
—	—	—	89,030	—	—	—	—	—	89,030	—	Line not open for traffic.
—	—	—	321,144	19,000 25,450 11,550	4 4½ 4¾	—	—	56,000	377,144	—	*Interest at the rate of 5 per cent. per annum, up to 15th October 1875, was paid on 21,960*l.* of the capital.
—	—	—	—	—	—	—	—	—	—	—	
—	—	—	35,130	—	—	—	—	—	35,130	—	
—	—	—	—	—	—	—	—	—	—	—	
—	—	—	74,944	6,100	5	—	—	6,100	81,044	—	*3,340*l.* of the stock of the Company was issued at 50 per cent. discount.
—	—	—	220	—	—	—	—	—	220	—	All money expended on capital account beyond the 220*l.* paid up has been advanced to the Company on loan. The amount of such advances on 31st December 1875 was 73,126*l.*
—	—	—	15,700	—	—	—	—	—	15,700	—	
67,193	5	5	176,343	6,056*	5	134,163	5	140,219	316,562	—	*Capitalized value of Rent-charges.
3,300	6	Nil	59,790	18,370 9,625	5 6	—	—	27,995	87,785	—	Line opened for traffic on 1st February 1875.
—	—	—	—	—	—	—	—	—	—	—	The power to raise the capital for the construction of the line is conferred on the "Metropolitan" and "Metropolitan and St. John's Wood" Companies jointly.
9,500 11,670	6 6	6 6	80,578	25,160	5	—	—	25,160	105,738	—	

No. 1.—Amount of Capital, &c., upon

Name of Company.	Authorised Capital.			Paid-up Stock				
				Ordinary.		Guaranteed.		
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Ra of Divid pai
	£	£	£	£	Per cent.	£	Per cent.	Per c
Lancashire and Yorkshire *See also* the "North Union" and "Preston and Wyre."	23,466,958	7,721,519	31,188,477	14,116,594	6	2,654,048 90,780 2,563,710 260,050 794,040 287,793	4½ 4½ minimum 5 5 23/120 6 6 minimum	4 6 5 5 6 6
Lancashire Union	*Worked by the London and North-Western.*							
Lancaster and Carlisle	*Leased to the London and North-Western.*							
Leeds, Castleford, and Pontefract Junction	120,000	40,000	160,000	71,530	Nil	—	—	—
Leeds, Roundhay Park, and Osmondthorpe Junction.	160,000	53,000	213,000	2,377	Nil	—	—	—
Leominster and Bromyard	210,000	70,000	280,000	—	—	—	—	—
Leominster and Kington	*Worked by the Great Western.*							
Liskeard and Caradon	30,825	10,000	40,825	23,625	2½	—	—	—
Liskeard and Looe Union Railway and Canal.	26,000	14,000	40,000	26,000	2½	—	—	—
Liskeard and Looe Union Railway and Canal	*Worked by the Liskeard and Caradon.*							
Llanelly and Mynydd Mawr	60,000	20,000	80,000	3,342	Nil	—	—	—
Llanelly Railway and Dock	*Worked by the Great Western.*							
Llanfyllin and Llangynog	45,000	15,000	60,000	438	Nil	—	—	—
Llangollen and Corwen	*Leased to the Great Western.*							
Llantrissant and Taff Vale Junction	*Leased to the Taff Vale.*							
Llynvi and Ogmore	*Worked by the Great Western.*							
London and Aylesbury	197,000	65,000	262,000	—	—	—	—	—
London and Blackwall	*Leased to the Great Eastern.*							
London and Greenwich	*Leased to the South-Eastern.*							
London and North-Western	52,553,148	22,285,617	74,838,765	31,126,007 171,355*	6¾ 4½	—	—	—
Leased to or worked by the London and North-Western. — Buckinghamshire	1,245,000	—*	1,245,000	1,245,000	4†	—	—	—
Chester and Holyhead	3,455,000	—*	3,455,000	—	—	2,100,000 725,000 630,000	2½ 5 5½	
Cromford and High Peak	227,700	92,825	320,525	127,700	9/20	—	—	—
Harborne	100,000	33,000	133,000	55,450	Nil	—	—	—
Kendal and Windermere	175,000	56,000	231,000	—	—	111,700 49,820	3 6	
Lancashire Union	530,000	175,000	705,000	530,000	5	—	—	—
Lancaster and Carlisle	2,991,130	463,333	3,454,463	2,420,300	11¼	—	—	—
Mold and Denbigh Junction	325,000	247,000	572,000	73,000 76,000* 76,000†	Nil Nil Nil	—	—	—

December 1875.—ENGLAND AND WALES—*continued.*

Capital.				Capital raised by Loans and Debenture Stock.					Total Capital paid up and raised by Loans and Debenture Stock.	Subscriptions to other Companies.	Remarks.
Preferential.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.			
unt.	Preferential Rate of Dividend.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.				
	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£	
—	—	—	20,767,015	136,451	3¾	1,000	3½	6,615,353	27,382,368	—	
				2,260,434	4	4,217,468	4				
—	—	—	71,530	—	—	—	—	—	71,530	—	Line in course of construction.
—	—	—	2,377	—	—	—	—	—	2,377	—	
	—	—	—	—	—	—	—	—	—	—	
7,200	5	5	30,825	8,750	5	—	—	8,750	39,575	—	
—	—	—	26,000	1,500	4	—	—	13,900	39,900	650	
				10,350	4½						
				2,050	5						
—	—	—	3,342	—	—	—	—	—	3,342	—	
	—	—	439	—	—	—	—	—	439	—	
	—	—	—	—	—	—	—	—	—	—	
0,000	2	2	46,796,131	15,000	3½	31,700	3½	20,027,553†	66,823,684	3,424,112	* Stour Valley Stock entitled to two-thirds ordinary "London and North-Western" dividend.
5,400	2½	2½		45,600	3¾	17,255,855	4				† Including 441,909*l.* of Loan Capital of Lines leased to or amalgamated with the "London and North-Western," and for the interest on which that Company is liable.
2,858	4	4		2,517,552	4						
4,075	4½	4½		155,051	4¼						
2,196	5	5		6,795	5						
3,400	6	6									
0,840	10	10									
—	—	—	1,245,000	—	—	—	—	—	1,245,000	—	* Borrowing powers merged in those of the "London and North-Western" Company.
											† Guaranteed by the "London and North-Western" Company.
—	—	—	3,455,000	—	—	—	—	—	3,455,000	—	* Borrowing powers transferred to the "London and North-Western" Railway Company.
0,000	3½	3½	167,700	—	—	46,915	1¾	78,825	246,525	3,750	
0,000	4½	4½				31,910	3				
—	—	—	55,450	37,880*	5	—	—	37,880	93,330	—	* Capitalized value of Rent-charges.
—	—	—	161,520	45,921	4	—	—	51,121	212,641	—	
				5,200	4¼						
—	—	—	530,000	156,559	4	—	—	174,998	704,998	205,750	
				18,439	4½						
6,000	4½	4½	2,876,300	—	—	—	—	—	2,876,300	40,876	
0,000	5	Nil	325,000	—	—	40,000	5	247,000	572,000	—	* Preferred Stock.
						137,000	5				† Deferred Stock.
						70,000	5				

No. 1.—Amount of Capital, &c., upon

Name of Company.	Authorised Capital.			Paid-up Stock				
				Ordinary.		Guaranteed.		
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.
	£	£	£	£	Per cent.	£	Per cent.	Per
London and North-Western—*cont.*								
Leased to or worked by the London and North-Western—*cont.* Shropshire Union Railways and Canal.	668,980	357,500	1,026,480	668,980	3⅝	—	—	
Watford and Rickmansworth	70,000	23,000	93,000	31,730	Nil	—	—	
See also "Birkenhead," "Ludlow and Clee Hill," "Manchester, South Junction, and Altrincham," "North and South-Western Junction," "North Union," "Oldham, Ashton-under-Lyne, and Guide Bridge Junction," "Preston and Wyre," "Shrewsbury and Hereford," "Tenbury," "Vale of Towy," and "West London."								
London and South-Western	15,380,809	5,756,063	21,136,872	8,524,163	5⅝	361,959 105,000 22,426	4 4½ 5	4 4 5
Leased to or worked by the London and South-Western. Bishop's Waltham	No Return.	—	—	—	—	—	—	
Exeter and Crediton	145,000	34,999	179,999	110,000	3½	—	—	
Lymington	34,000	7,000	41,000	22,140	4	—	—	
Mid-Hants	175,000	225,000	400,000	62,681	Nil	—	—	
Poole and Bournemouth	60,000	20,000	80,000	60,000	Nil	—	—	
Salisbury and Dorset Junction	196,000	107,000	303,000	140,487	Nil	—	—	
Salisbury and Yeovil	700,000	232,733	932,733	326,765	9¾	—	—	
Salisbury Railway and Market House	17,000	4,600	21,600	12,000	4	—	—	
Seaton and Beer	51,000	17,000	68,000	36,000	Nil	—	—	
Sidmouth	66,000	22,000	88,000	52,769	1⅞	—	—	
Staines, Wokingham, and Woking	340,000	103,000	443,000	255,100	4⅞	—	—	
See also "Weymouth and Portland."								
London, Brighton, and South Coast	15,001,175	5,061,666	20,062,841	4,845,863 *997,040 †997,040	5 6 4	1,955,860	5	
Leased to or worked by the London, Brighton, and South Coast: East London	1,800,000	1,366,600	3,166,600	1,313,492	Nil	—	—	
Hayling Railways	66,000	21,900	87,900	44,234	Nil	—	—	
See also "Victoria Station and Pimlico," and "West London Extension."								
London, Chatham, and Dover	15,513,333	6,302,607	21,815,940	10,190,188	Nil	150,637	4½	
Leased to or worked by the London, Chatham, and Dover. Mid-Kent (Bromley to St. Mary's Cray).	70,000	23,000	93,000	61,550	4	—	—	
Sevenoaks, Maidstone, and Tunbridge.	722,000	98,000	820,000	118,539 82,622	Nil Nil	211,000*	4½	
See also "Victoria Station and Pimlico."								

December 1875.—ENGLAND AND WALES—*continued.*

RE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					TOTAL CAPITAL paid up and raised by Loans and Debenture Stock.	SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
Preferential.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.			
Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.				
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£	
—	–	–	668,980	—*	–	—*	–	—*	668,980	—	The shares of this Company are in course of conversion into "London and North-Western" Company's shares. * Loan Capital included in that of the "London and North-Western" Company.
3,200	5	Nil	34,930	13,500	5	—	–	13,500	48,430	—	
35,000	4½	4½	14,424,800	6,300	3½	3,695,184	4	5,409,670	19,834,470	875,304	
75,000	5	5		230,927	4	692,088	4¼				
71,252	7	7		31,340	4¼	753,831	4½				
—	–	–	—	—	–	—	–	—	—	—	There are neither Directors nor officers to make the Return.
20,000	5	5	130,000	8,450	4	—	–	23,250	153,250	—	
				850	4¼						
				13,950	4½						
11,860	5½	5½	34,000	3,000	4½	—	–	7,000	41,000	—	
				4,000	5						
25,000	5	Nil	87,681	15,480*	5	207,965	4	223,445	311,126	—	* Capitalized value of Rent-charges.
—	–	–	60,000	—	–	18,000	8	18,000	78,000	—	
10,730	5	5	151,217	2,000	4½	54,140	4	93,412	244,629	—	* Capitalized value of Rent-charges.
				10,235*	4	21,100	5				
						5,937	5				
68,114	5	5	594,879	500	4	188,040	4½	207,440	802,319	—	
				18,900	4¼						
1,000	6	6	13,000	1,000	4½	—	–	3,500	16,500	—	
				2,500	5						
12,000	5	Nil	48,000	11,200	5	—	–	16,000	64,000	—	* Capitalized Rentcharge.
				4,000	5						
				800*	5						
—	–	–	52,769	—	–	22,000	5	22,000	74,769	—	
50,000	5	5	305,100	6,300	4	—	–	89,645	394,745	—	
				24,285	4¼						
				57,060	4½						
				2,000	5						
77,214	4	4	14,462,914	23,430	4	1,306,239	4	4,720,142	19,183,056	—	* Preferred. † Deferred.
96,873	4½	4½		73,040	4¼	3,158,596	4½				
93,024	5	5		125,837	4½						
				17,000	4¾						
				16,000	5						
00,000	5	Nil	1,713,492	131,300	6	5,650	5½	1,366,600	3,080,092	—	
						1,229,650	6				
16,000	5	5	60,234	—	–	21,900	4¼	21,900	82,134	—	
35,833	4½	1⅞	15,376,658	—	–	6,195,615	4½	6,195,615	21,572,273	—	
—	–	–	61,550	23,000	4½	—	–	23,000	84,550	—	
32,000	5	Nil	544,161	46,400	5	—	–	93,500	637,661	—	* Guaranteed by the London, Chatham, and Dover Railway Company.
				47,100	6						

No. 1.—Amount of Capital, &c., upon

Name of Company.	Authorised Capital.			Paid-up Stock				
				Ordinary.		Guaranteed.		
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid
	£	£	£	£	Per cent.	£	Per cent.	Per c
Londonderry (Seaham to Sunderland)	*Private property.*							
London, Tilbury, and Southend	812,000	270,000	1,082,000	650,650	2½	—	—	—
Longton, Adderley Green, and Bucknall	*Worked by the North Staffordshire.*							
Lostwithiel and Fowey	30,000	10,000	40,000	15,102	Nil	—	—	—
Louth and East Coast	96,000	32,000	128,000	16,160	Nil	—	—	—
Louth and Lincoln	*Worked by the Great Northern.*							
Lowestoft Railway and Harbour	*Leased to the Great Eastern.*							
Ludlow and Clee Hill	30,000	10,000	40,000	30,000	Nil	—	—	—
Lyme Regis	65,000	21,600	86,600	—	—	—	—	—
Lymington	*Worked by the London and South-Western.*							
Macclesfield Committee	—	—	—	—	—	—	—	—
Malmesbury	60,000	20,000	80,000	49,676	Nil	—	—	—
Manchester and Milford	610,300	190,100	800,400	323,050	Nil	—	—	—
Manchester, Sheffield, and Lincolnshire	17,615,998	6,380,736	23,996,734	3,926,473	2½	366,698	3¼	3
				*783,040	5	448,980	4	4
				†783,040	Nil	225,000	4½	4
						559,506	4¾	4
						1,938,168	5	5
						1,131,120	6	6
						741,020	7	7
See also the "Cheshire Lines Committee," "Macclesfield Committee," "Manchester, South Junction, and Altrincham," "Oldham, Ashton-under-Lyne, and Guide Bridge Junction," and "Sheffield and Midland Committee."								
Manchester South District	350,000	118,000	468,000	2,585	Nil	—	—	—
Manchester, South Junction, and Altrincham	—*	216,666	216,666	—	—	—	—	—
Marlborough	*Worked by the Great Western.*							
Maryport and Carlisle	592,000	190,000	782,000	682,240	11½	2,000	4 minimum.	11
Mawddwy	21,000	7,000	28,000	21,000	Nil	—	—	—
Mellis and Eye	*Worked by the Great Eastern.*							
Merionethshire	80,000	26,600	106,600	5,199	Nil	—	—	—
Merrybent and Darlington	60,000	20,000	80,000	60,000	Nil	—	—	—

December 1875.—ENGLAND AND WALES—*continued.*

Capital.				Capital raised by Loans and Debenture Stock.					Total Capital paid up and raised by Loans and Debenture Stock.	Subscriptions to other Companies.	Remarks.
Preferential.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.			
ount.	Preferential Rate of Dividend.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.				
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£	
—	–	–	650,650	28,650 7,000 3,000	4¼ 4½ 5	141,350	4¼	180,000	830,650	—	
1,455	5	Nil	26,557	6,200 3,800	5 6	—	–	10,000	36,557	—	
—	–	–	16,160	—	–	—	–	—	16,160	—	
—	–	–	30,000	10,000	5	—	–	10,000	40,000	—	The line is leased to the "Great Western" and "London and North-Western" Companies jointly.
—	–	–	—	—	–	—	–	—	—	—	
—	–	–	—	18,550	4½	—	–	18,550	18,550	—	The line is owned by the "Manchester, Sheffield, and Lincolnshire" and "North Staffordshire" Railway Companies, who provide the Capital. The existing loans will be paid off as they fall due.
—	–	–	49,676	5,000	4½	—	–	5,000	54,676	—	Line in course of construction.
0,200	5	Nil	513,250	500 163,740	4½ 5	—	–	164,240	677,490	—	
8,736	5	5	14,761,781	100 3,450 36,341 227,184 352,299 800	3½ 3¾ 4 4¼ 4½ 5	79,577 4,765,256 300,000	4 4½ 5	5,765,007	20,526,788	4,464,595	* Preferred. † Deferred.
—	–	–	2,585	—	–	—	–	—	2,585	—	
—	–	–	—	133,020 82,461	4 4¼	—	–	215,481	215,481	—	* The line is the property of the "London and North-Western" and "Manchester, Sheffield, and Lincolnshire" Railway Companies; the share capital being subscribed by the two Companies jointly, and included in their Returns.
—	–	–	684,240	20,087	4	73,500	4	93,587	777,827	—	Additional Share Capital has been created under 8 Vict. c. 16., and part of the Loans redeemed.
—	–	–	21,000	7,000	5	—	–	7,000	28,000	—	
—	–	–	5,199	—	–	—	–	—	5,199	—	
—	–	–	60,000	3,517	4½	—	–	3,517	63,517	—	These figures as to the capital account are taken from documents received from the late Secretary, but the new directors do not admit their accuracy. As regards traffic the line is practically closed.

No. 1.—Amount of Capital, &c., upon

Name of Company.	Authorised Capital.			Paid-up Stock				
				Ordinary.		Guaranteed.		
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.
	£	£	£	£	Per cent.	£	Per cent.	Per c
Mersey	650,000	216,600	866,600	47,860	Nil	—	—	—
Methley Railway Joint Committee	—	—	—	—	—	—	—	—
Metropolitan	6,025,000	2,529,713	8,554,713	3,873,030 *67,670 †67,670	3⅞ 6 1¾	—	—	—
Metropolitan and St. John's Wood *See also* "Hammersmith and City."	925,000	307,000	1,232,000	300,000	Nil	—	—	—
Metropolitan and St. John's Wood	*Worked by the Metropolitan.*							
Metropolitan and South-Western Junction	240,000	80,000	320,000	—	—	—	—	—
Metropolitan District	4,344,444	1,750,000	6,094,444	2,220,380	Nil	244,444	4½	4½
Metropolitan Inner Circle Completion and Eastern Extension.	1,800,000	600,000	2,400,000	—	—	—	—	—
Mid-Hants	*Worked by the London and South-Western.*							
Mid-Kent (*Bromley to St. Mary's Cray*)	*Leased to the London, Chatham, and Dover.*							
Midland	45,117,958	13,597,590	58,715,548	18,800,388	6	9,081,883 150,000	4 6	4 6
Leased to or worked by the Midland. Barnoldswick	40,000	13,300	53,300	20,558	Nil	—	—	—
Bedford and Northampton	400,000	133,000	533,000	200,000	5	—	—	—
Evesham and Redditch	149,000	49,600	198,600	147,770	1 1/16	—	—	—
Hereford, Hay, and Brecon	355,000	140,000	495,000	187,280	2¼	—	—	—
Keighley and Worth Valley	69,375	60,000	129,375	35,075	Nil	—	—	—
Kettering, Thrapstone, and Huntingdon	230,000	75,600	305,600	100,000	5	—	—	—
Peterborough, Wisbeach, and Sutton	285,000	94,999	379,999	135,000	Nil	—	—	—
Stonehouse and Nailsworth	75,940	29,000	104,940	65,940	Nil	—	—	—
Swansea Vale	335,000	111,600	446,600	139,895	6	—	—	—
Tewkesbury and Malvern *See also* the "Cheshire Lines Committee," "Midland and Eastern," "North and South-Western Junction," "Norwich and Spalding," and "Tottenham and Hampstead Junction."	265,000	88,000	353,000	235,610	Nil	—	—	—
Midland and Eastern	213,000	71,000	284,000	212,717	2⅛	—	—	—

December 1875.—ENGLAND AND WALES—*continued.*

RE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					TOTAL CAPITAL paid up and raised by Loans and Debenture Stock.	SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
Preferential.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.			
nount.	Preferential Rate of Dividend.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.				
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£	
—	–	–	47,860	—	–	—	–	—	47,860	—	
—	–	–	—	—	–	—	–	—	—	—	The line is the joint property of the "Great Northern," "Lancashire and Yorkshire," and "North-Eastern" Railway Companies; the capital is included in the returns of those Companies.
01,630	5	5	5,610,000	366,900 537,552 487,580	4 4¼ 4½	640,494 52,745 358,263	4 4¼ 4½	2,443,534	8,053,534	100,000	* Preferred. † Deferred.
83,170	5	2½	483,170	1,240 28,100 47,230 75,500 2,000	4 4¼ 4½ 5 5½	—	–	154,070	637,240	—	
—	–	–	—	—	–	—	–	—	—	—	
00,000	5	2¾	3,964,824	500 55,195 281,369	4 4½ 5	1,191,958	6	1,529,022	5,493,846	—	
—	–	–	—	—	–	—	–	—	—	—	
1,746*	4	4	42,372,932	11,846	3½	11,298,871	4	12,779,407	55,152,339	4,097,883	* Calls paid in advance.
51,984	5	5		4,050	3¾						
36,931	5	5		1,434,020	4						
				30,300	4¼						
				320	4½						
—	–	–	20,558	—	–	—	–	—	20,558	—	
00,000	5	5	400,000	130,086 2,914*	4 5	—	–	133,000	533,000	—	The interest on the ordinary capital is guaranteed by the contractors for five years from the opening of the line in June 1872. * Rentcharge Stock.
—	–	–	147,770	49,600	4½	—	–	49,600	197,370	—	
46,580	2¼	2¼	333,860	—	–	140,000	5	140,000	473,860	—	
34,300	6	Nil	69,375	21,127	5	1,250	5	22,377	91,752	—	
30,000	5	5	230,000	13,700	4½	61,900	4½	75,600	305,600	—	
50,000	5	4½	285,000	1,100	4½	93,899	4½	94,999	379,999	—	
10,000	5	Nil	75,940	28,000	5	—	–	28,000	103,940	—	
11,000	4	4	334,215	1,600	4	—	–	91,850	426,065	—	
03,660	5	5		5,000	4¼						
79,660	6	6		36,520	4½						
				48,730	5						
—	–	–	235,610	88,500	5	—	–	88,500	324,110	—	* The sum of 500*l.* has been borrowed in excess of the Company's powers. The present Secretary can give no explanation, as the money was raised previous to his appointment.
—	–	–	212,717	15,710	4½	56,894	4½	72,604	285,321	—	Line worked jointly by the Midland and Great Northern Railway Companies.

No. 1.—Amount of Capital, &c., upon

Name of Company.	Authorised Capital.			Paid-up Stock A				
				Ordinary.		Guaranteed.		
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid
	£	£	£	£	Per cent.	£	Per cent.	Per ce
Midland and North-Eastern Committee (Swinton to Knottingly.)	Line owned jointly by the Midland and North-Eastern Railway Companies. The capit							
Midland and South-Western Junction	Amalgamated with the Midland under 37 & 38 Vict. c. 150.							
Mid-Wales	812,600	284,267	1,096,867*	403,740	Nil	—	—	—
Milford	*Worked by the Great Western.*							
Milford Haven Dock and Railway	140,000	46,000	186,000	74,230	Nil	—	—	—
Minehead	*Worked by the Bristol and Exeter.*							
Mistley, Thorpe, and Walton	51,000	17,000	68,000	20,126	Nil	—	—	—
Mitcheldean Road and Forest of Dean Junction	30,000	10,000	40,000	17,693	Nil	—	—	—
Mold and Denbigh Junction	*Worked by the London and North-Western.*							
Monmouthshire Railway and Canal	*Worked by the Great Western.*							
Much Wenlock and Severn Junction	*Worked by the Great Western.*							
Muswell Hill Estate	*Worked by the Great Northern.*							
Nantwich and Market Drayton	*Worked by the Great Western.*							
Neath and Brecon	379,030	1,104,870	1,483,900	256,230	Nil	—	—	—
Nettlebridge Valley	65,000	21,666	86,666	—	—	—	—	—
Newent	160,000	53,300	213,300	—	—	—	—	—
Newport Pagnell	Line sold to London and North-Western Company under 38 & 39 Vict. c. 106.							
Newquay and Cornwall Junction	*Leased to the Cornwall Minerals.*							
Northampton and Banbury Junction	1,335,000	300,000	1,635,000	109,960	Nil	—	—	—
North and South-Western Junction	105,000	33,600	138,600	*128,600	7⅛	—	—	—
North-Eastern	43,362,983	14,167,316*	57,530,299	216,243 18,202,722	6 8½	3,559,281 21,275 4,035,423 483,540 1,356,565 440,570	4 4 4½ 5 6 8	4 11-3/12 4½ 5 6 8½
Leased to or worked by the North-Eastern. — Great North of England, Clarence, and Hartlepool Junction.	74,900	—*	74,900	41,875	3	16,918	4½	4½
Leased to or worked by the North-Eastern. — Tees Valley	62,000	20,600	82,600	49,495	2	—	—	—
Northern and Eastern	*Leased to the Great Eastern.*							
North London *See also* "North and South-Western Junction."	2,925,000	970,866	3,895,866	1,975,000	6	—	—	—

December 1875.—ENGLAND AND WALES—*continued.*

Capital.				Capital raised by Loans and Debenture Stock.					Total Capital paid up and raised by Loans and Debenture Stock.	Subscriptions to other Companies.	Remarks.
Preferential.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.			
unt.	Preferential Rate of Dividend.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.				
	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£	
luded in their Returns											Line in course of construction.
,600	5	Nil	806,340	62,600	4	32,267 109,400 65,200	4 4½ 5	269,467	1,075,807	—	*And an amount sufficient to enable the Company to construct, complete, and open for traffic the 2nd section of the undertaking; amount not yet ascertained.
–	–	–	74,230	—	–	45,481	5	45,481	119,711	—	
–	–	–	20,126	12,000	5	—	–	12,000	32,126	—	
–	–	–	17,693	—	–	—	–	—	17,693	—	
2,800	5	Nil	379,030	—	–	831,596 176,371	5 6	1,007,967	1,386,997	—	
—	–	–	—	—	–	—	–	—	—	—	
—	–	–	—	—	–	—	–	—	—	—	
9,770	5	Nil	329,730	—	–	115,930 164,758 4,070*	5 5 5	284,758	614,488	—	* Capitalized value of Rent-charges.
—	–	–	128,600	—	–	—	–	—	128,600	—	Line leased to the "London and North-Western," "Midland," and "North London" Railway Companies. * Under 8 Vict. cap. 16 the Company raised additional capital, and paid off the debenture debt.
62,090 81,250 69,000 03,000 35,000	3 4 4½ 5 5½	3 4 4½ 5 5½	38,965,959	28,324 1,179,535 167,143 48,717	3¾ 4 4¼ 4½	9,304,898 1,138,119	4 4½	11,866,736*	50,832,695	331,302	* Including loans of the "Great North of England, Clarence, and Hartlepool Junction" Railway Company.
13,725	5	5	72,518	—	–	—	–	—	72,518	—	* Borrowing powers exercised by the "North-Eastern" Railway Company.
8,598	5	5	58,093	15,845	4½	—	–	15,845	73,938	—	
50,000 00,000	4½ *	4½ 5	2,925,000	1,250	4¼	6,500 883,116	4 4½	890,866	3,815,866	—	* Minimum, 4½; Maximum, 5.

No. 1.—Amount of Capital, &c., upon the

Name of Company.	Authorised Capital.			Paid-up Stock and				
				Ordinary.		Guaranteed.		
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.
	£	£	£	£	Per cent.	£	Per cent.	Per cent.
North Staffordshire	5,751,000	1,909,833	7,660,833	3,230,140	$2\frac{1}{2}$	1,170,000	5	5
Longton, Adderley Green, and Bucknall *See also* "Macclesfield Committee."	50,000	16,000	66,000	47,500	Nil	—	—	—
North Union	739,201	380,050	1,119,251	261,875 477,326	7 10	—	—	—
North Wales (narrow gauge): General Undertaking	150,000	50,000	200,000	—	—	—	—	—
Moel Tryfan Undertaking	66,000	22,000	88,000	65,975	Nil	—	—	—
North-Western	Amalgamated with the Midland under 37 & 38 Vict. c. 150.							
Norwich and Spalding	170,000	56,000	226,000	170,000	$2\frac{3}{8}$	—	—	—
Nottingham and Grantham Railway and Canal	*Leased to the Great Northern.*							
Oldham, Ashton-under-Lyne, and Guide Bridge Junction.	190,000	46,600	236,600	150,000	Nil	40,000	$4\frac{3}{4}$	$4\frac{3}{4}$
Pembroke and Tenby	421,000	131,200	552,200	79,876	Nil	23,335	4	4
Penarth Harbour, Dock, and Railway	*Leased to the Taff Vale.*							
Peterborough, Wisbeach, and Sutton	*Worked by the Midland.*							
Pontypool, Caerleon, and Newport	*Worked by the Great Western.*							
Poole and Bournemouth	*Leased to the London and South-Western.*							
Potteries, Shrewsbury, and North Wales	908,200	556,390	1,464,590*	318,250 219,975† 219,975‡	Nil Nil Nil	—	—	—
Preston and Wyre	677,380	134,343	811,723	638,000 30,000	$7\frac{103}{120}$ $12\frac{103}{120}$	—	—	—
Ramsey and Somersham Junction	50,000	16,666	66,666	—	—	—	—	—
Ravenglass and Eskdale	24,000	8,000	32,000	22,588	Nil	—	—	—
Redditch	Amalgamated with the Midland under 37 & 38 Vict. c. 150.							
Redruth and Chasewater	49,500	7,500	57,000	49,500	Nil	—	—	—
Rhondda Valley and Hirwain Junction	135,000	45,000	180,000	9,644	Nil	—	—	—
Rhymney	1,012,000	337,300	1,349,300	276,000	Nil	90,000	5	5
Ross and Ledbury	180,000	60,000	240,000	—	—	—	—	—
Ross and Monmouth	*Worked by the Great Western.*							
Rowrah and Kelton Fell Mineral	30,000	10,000	40,000	3,000	Nil	—	—	—
Royston and Hitchin	*Leased to the Great Northern.*							
Ryde and Newport	95,000	31,600	126,600	63,800	Nil	—	—	—
Rye and Dungeness Railway and Pier	Powers transferred to the South-Eastern by Act 38 & 39 Vict. c. 181.							

December 1875.—ENGLAND AND WALES—*continued.*

Capital.			Capital raised by Loans and Debenture Stock.					Total Capital paid up and raised by Loans and Debenture Stock.	Subscriptions to other Companies.	Remarks.
Preferential.			Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.			
unt.	Preferential Rate of Dividend.	Rate of Dividend paid.	Total Paid-up Stock and Share Capital.	Amount.	Rate of Interest.	Amount.	Rate of Interest.			
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£	
,000	4½	4½	5,731,140	493,007	4	1,179,991	4½	1,883,611	7,614,751	200,254	
,000	5	5		186,053	4½	24,560	4½				
–	–	–	47,500	16,000	6	—	–	16,000	63,500	—	Line opened for traffic 1st October 1875.
–	–	–	739,201	379,232	4	—	–	379,232	1,118,433	—	The line is leased to the "Lancashire and Yorkshire" and "London and North-Western" Railway Companies.
–	–	–	—	—	–	—	–	—	—	—	
–	–	–	65,975	14,000	6	—	–	14,000	79,975	—	Line not yet open for traffic.
–	–	–	170,000	3,500	4½	52,500	4½	56,000	226,000	—	Line worked jointly by the "Great Northern" and "Midland" Railway Companies.
–	–	–	190,000	40,767	4½	—	–	46,107	236,107	—	The line is vested jointly in the "Manchester, Sheffield, and Lincolnshire" and "London and North-Western" Companies, each subscribing 75,000*l.* of the ordinary capital.
				5,340	4½						
5,310	5	1½	328,521	4,500	4½	13,650	4½	113,145	441,666	—	* Capitalized value of Rent charge.
				71,935	5	19,900	5				
				3,160*	5						
0,000	5	Nil	858,200	—	–	530,026	5	530,026	1,388,226	—	*And an amount equal to the aggregate amount of certain debts of and money claims against the Company, which amount has not yet been ascertained. † Preferred. ‡ Deferred.
9,380	5	5	677,380	130,263	4	—	–	130,263	807,643	—	Line leased to the "Lancashire and Yorkshire" and "London and North-Western" Railway Companies.
—	–	–	—	—	–	—	–	—	—	—	
—	–	–	22,588	2,600	6	—	–	8,000	30,588	—	Line opened for traffic 24th May 1875.
				5,400	8						
—	–	–	49,500	7,500	5	—	–	7,500	57,000	—	
—	–	–	9,644	—	–	—	–	—	9,644	—	
9,437	5	5	921,437	35,363	4	—	–	292,529	1,213,966	—	The sum of 1,146*l.* has been received on forfeited shares.
3,000	5	5		168,501	4¼						
0,000	5½	3 5/16		88,665	4½						
3,000	6	6									
—	–	–	—	—	–	—	–	—	—	—	
—	–	–	3,000	—	–	—	–	—	3,000	—	Works in progress.
0,000	5	Nil	93,800	10,000	5		–	28,000	121,800	—	Line opened for traffic on 20th December 1875 only. Returns of traffic and working expenditure are therefore not given in Nos. 2 and 3.
				18,000	6						

No. 1.—Amount of Capital, &c., upon the

Name of Company.	Authorised Capital.			Paid-up Stock a				
				Ordinary.		Guaranteed.		
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.
	£	£	£	£	Per cent.	£	Per cent.	Per cen
Saffron Walden	*Worked by the Great Eastern.*							
St. Austell and Pentewan	50,000	16,600	66,600	8,172	Nil	—	—	—
Salisbury and Dorset Junction	*Worked by the London and South-Western.*							
Salisbury and Yeovil	*Leased to the London and South-Western.*							
Salisbury Railway and Market House	*Worked by the London and South-Western.*							
Saundersfoot Railway and Harbour	Line owned by the Bonvilles Court Coal and Iron Company (Limited). There is n							
Scarborough and Whitby	170,000	56,000	226,000	33,124	Nil	—	—	—
Scotswood, Newburn, and Wylam Railway and Dock.	85,000	28,300	113,300	85,000	Nil	—	—	—
Seaton and Beer	*Worked by the London and South-Western.*							
Sevenoaks, Maidstone, and Tunbridge	*Worked by the London, Chatham, and Dover.*							
Severn and Wye Railway and Canal	313,561	104,353	417,914	99,561	Nil	30,000	4½	4½
Severn Bridge	225,000	75,000	300,000	64,439	Nil	—	—	—
Severn Bridge and Forest of Dean Central	42,000	14,000	56,000	—	—	—	—	—
Sheffield and Midland Committee	Line owned by the "Manchester, Sheffield, and Lincolnshire" and "Midland" Railwa							
Shrewsbury and Hereford Great Western and London and North-Western Companies in respect of the.	675,000	22,300	697,300	—	—	50,000 625,000	4½ 6	4½ 6
Shropshire Union Railways and Canal	*Leased to the London and North-Western.*							
Sidmouth	*Worked by the London and South-Western.*							
Sirhowy	195,000	64,966	259,966	105,000	5	—	—	—
Snailbeach District	20,000	6,600	26,600	6,750	Nil	—	—	—
Somerset and Dorset	1,927,000	1,103,920	3,030,920	636,249	Nil	—	—	—
South Devon (in respect of the Railway)	3,129,094	1,073,553	4,202,647	1,564,665	$1\frac{1}{10}$	—	—	—
In respect of the Plymouth Great Western Docks. (The docks are vested in the "Great Western," "Bristol and Exeter," and "South Devon" Railway Companies, which Companies are liable for the interest on the capital. The shareholders are registered in the books of the "South Devon" Railway Company as holders of that Company's stock.)	300,000 91,012	89,342	480,354	2,832	$1\frac{1}{10}$	—	—	—
Buckfastleigh, Totnes, and South Devon	96,000	32,000	128,000	65,874	Nil	—	—	—
South-Eastern	15,761,230	5,252,077	21,013,307	3,670,669 2,150,110* 2,150,110†	$5\frac{5}{8}$ 6 $5\frac{1}{4}$	984,300 800,000	$4\frac{1}{2}$ $5\frac{1}{8}$	$4\frac{1}{2}$ $5\frac{1}{8}$
London and Greenwich	760,000	233,333	993,333	861,540*	$2\frac{3}{4}$	—	—	—

December 1875.—ENGLAND AND WALES—*continued.*

Capital.				Capital raised by Loans and Debenture Stock.					Total Capital paid up and raised by Loans and Debenture Stock.	Subscriptions to other Companies.	Remarks.
Preferential.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.			
unt.	Preferential Rate of Dividend.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.				
	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£	
	–	–	8,172	—	–	—	–	—	8,172	—	
te capital for the Railway.											
–	–	–	33,124	—	–	—	–	—	33,124	—	
–	–	–	85,000	26,500	4½	—	–	26,500	111,500	—	
,638	5	3	313,199	70,866	4½	16,500	4½	104,353	417,552	5,000	As at 30th September 1875.
,000	5½	3 3/10		16,987	5						
–	–	–	64,439	—	–	—	–	—	64,439	—	
–	–	–	—	—	–	—	–	—	—	—	The construction of the line is contingent on the completion of the Severn Bridge Railway, with which this line will communicate.
anies.	The Capital is included in their Returns.										
–	–	–	675,000	22,300	4	—	–	22,300	697,300	5,000	
,000	5	2½	177,000	43,863	4½	—	–	56,633	233,633	—	
				12,770	5						
–	–	–	6,750	—	–	—	–	—	6,750	—	
,655	4½	Nil	1,207,784	—	–	*1,006,768	*–	1,006,768	2,214,552	12,000	*Interest at 5 per cent. was paid on 390,000*l.*; at 5*l.* 1*s.* per cent. on 89,052*l.*; and at 3*l.* 13*s.* per cent. on 122,818*l.*
,000	5	Nil									
,880	5	Nil									
,000	5	Nil									
,215	4½	4½	2,788,779	254,537	4	55,273	4	966,286	3,755,065	52,500	
,899	5	5		57,208	4¼	562,888	5				
				24,950	4½						
				2,230	4¾						
				9,200	5						
,180	5	5	91,012	53,550	4	—	–	89,342	180,354	—	* Rentcharge stock.
				4,780	4¼						
				820	4¾						
				650	5						
				29,542*	5						
,000	5	Nil	95,874	700	4	—	–	31,967	127,841		
				9,127	4½						
				22,140	5						
,690	4½	4½	14,166,324	29,300	3¾	165,080	4	4,926,120	19,092,444	69,000	* Preferred stock.
190	4½	–		422,190	4	1,500	4½				† Deferred stock.
,030	5	5		8,000	4¾	4,300,050	5				
225	5	–									
,720*	5	5	1,084,260	202,300	4	—	–	227,300	1,311,560	—	* 150,000*l.* of the ordinary stock was raised at a discount of 67½ per cent., and 60,000*l.* of the preference stock at a discount of 17½ per cent.
				25,000	4¼						

No. 1.—Amount of Capital, &c., upon th

Name of Company.	Authorised Capital.			Paid-up Stock				
				Ordinary.		Guaranteed.		
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid
	£	£	£	£	Per cent.	£	Per cent.	Per ce
South Kensington	60,000	20,000	80,000	—	—	—	—	—
South Wales Mineral	167,210	83,000	250,210	55,610	Nil	—	—	—
Spilsby and Firsby	*Worked by the Great Northern.*							
Stafford and Uttoxeter	180,000	59,900	239,900	113,903	Nil	—	—	—
Staines and West Drayton	48,000	16,000	64,000	—	—	—	—	—
Staines, Wokingham, and Woking	*Leased to the London and South-Western.*							
Stamford and Essendine	*Worked by the Great Northern.*							
Stocksbridge	33,000	11,000	44,000	6,600	Nil	—	—	—
Stokes Bay Railway and Pier	Amalgamated with the London and South-Western under Act 23 & 24 Vict. c. 185.							
Stonehouse and Nailsworth	*Worked by the Midland.*							
Stratford-upon-Avon	*Worked by the Great Western.*							
Swansea Vale	*Leased to the Midland.*							
Swindon and Highworth (Light)	21,000	7,000	28,000	—	—	—	—	—
Swindon, Marlborough, and Andover	375,000	125,000	500,000	8,318	Nil	—	—	—
Taff Vale	1,700,000	537,000	2,237,000	1,110,000	8½	—	—	—
Leased to or worked by the Taff Vale: Aberdare	50,000	16,600	66,600	—	—	50,000	10	10
Leased to or worked by the Taff Vale: Dare Valley	56,000	18,500	74,500	46,886	5*	—	—	—
Leased to or worked by the Taff Vale: Llantrissant and Taff Vale Junction.	181,000	60,000	241,000	96,000	5*	—	—	—
Leased to or worked by the Taff Vale: Penarth Harbour, Dock, and Railway.	622,000	207,000	829,000	622,000	4½	—	—	—
Talyllyn	15,000	5,000	20,000	15,000	Nil	—	—	—
Tees Valley	*Worked by the North-Eastern.*							
Teign Valley	242,740	74,000	316,740	20,740	Nil	—	—	—
Temple Mineral	65,000	21,600	86,600	—	—	—	—	—
Tenbury Railway "Great Western" and "London and North-Western" Companies in respect of the.	30,000	—	30,000	—	—	30,000	4½	4½
Tendring Hundred	*Worked by the Great Eastern.*							
Tewkesbury and Malvern	*Worked by the Midland.*							

December 1875.—ENGLAND AND WALES—*continued.*

Capital.				Capital raised by Loans and Debenture Stock.					Total Capital paid up and raised by Loans and Debenture Stock.	Subscriptions to other Companies.	Remarks.
Preferential.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.			
unt.	Preferential Rate of Dividend.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.				
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£	
–	–	–	—	—	–	—	–	—	—	—	
9,854	6	Nil	135,464	46,700 1,300	5 6	—	–	48,000	183,464	—	This Railway is leased to and worked by the Glyncorrwg Colliery Company (Limited).
9,838	5	Nil	193,741	10,600	5	86,440	5	97,040	290,781	—	
–	–	–	—	—	–	—	–	—	—	—	
–	–	–	6,600	—	–	—	–	—	6,600	—	
–	–	–	—	–	–	—	–	—	—	—	
–	–	–	8,318	—	–	—	–	—	8,318	—	
8,225	4½	4½	1,577,184	4,700	3¾	255,770	4	436,722	2,013,906	5,000	In addition to paying interest on capital the Company paid also 2,440*l.* for rent of land.
3,959	5	5		157,699	4						
5,000	5	8½		18,553	4¼						
–	–	–	50,000	500	3¾	—	–	16,600	66,600	—	
				16,100	4						
–	–	–	46,886	11,500	4	—	–	11,500	58,386	—	* Guaranteed by the Taff Vale Railway Company for 999 years.
–	–	–	96,000	6,150	4	—	–	13,000	109,000	—	* Guaranteed by the Taff Vale Railway Company.
				6,850	4¼						
–	–	–	622,000	2,200	3¾	7,245	4	207,000	829,000	—	The Company is entitled to half of any surplus profits there may be in excess of the rent paid by the Taff Vale Company for the use of the line.
				175,305	4						
				5,500	4¼						
				16,750	4½						
–	–	–	15,000	—	–	—	–	—	15,000	—	As at 30th September 1875.
–	–	–	20,740	—	–	27,650	5	27,650	48,390	—	
–	–	–	—	–	–	—	–	—	—	—	
–	–	–	30,000	—	–	—	–	—	30,000	—	

No. 1.—Amount of Capital, &c., upon t

Name of Company.	Authorised Capital.			Paid-up Stock				
				Ordinary.		Guaranteed.		
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid
	£	£	£	£	Per cent.	£	Per cent.	Per ce
Thetford and Watton	61,000	20,300	81,300	45,000	Nil	—	—	—
Watton and Swaffham	60,000	20,000	80,000	6,680	Nil	—	—	—
Tiverton and North Devon	65,000	21,166	86,166	—	—	—	—	—
Tivy Side	50,000	16,666	66,666	—	—	—	—	—
Torbay and Brixham	27,000	7,000	34,000	18,000	Nil	—	—	—
Tottenham and Hampstead Junction	510,000	—*	510,000	273,170	Nil	—	—	—
Trent, Ancholme, and Grimsby	180,000	60,000	240,000	120,000	3¾	60,000	4½	4½
Tunbridge Wells and Eastbourne	115,000	38,333	153,333	1,010	Nil	—	—	—
Upwell, Outwell, and Wisbeach	40,000	13,300	53,300	—	—	—	—	—
Usk and Towy	160,000	53,300	213,300	1,200	Nil	—	—	—
Vale of Llangollen	*Worked by the Great Western.*							
Vale of Towy	60,000	18,000	78,000	55,000	5	—	—	—
Van	20,000	6,666	26,666	20,000	4	—	—	—
Victoria Station and Pimlico	412,500	137,500	550,000	225,000	9	—	—	—
Wainfleet and Firsby	*Worked by the Great Northern.*							
Watford and Rickmansworth	*Worked by the London and North-Western.*							
Watlington and Princes Risborough	36,000	12,000	48,000	30,360	Nil	—	—	—
Watton and Swaffham	*Worked by the Thetford and Watton.*							
Wednesfield and Wyrley Bank	60,000	20,000	80,000	—	—	—	—	—
Wellington and Drayton	*Worked by the Great Western.*							
Wellington and Severn Junction	*Leased to the Great Western.*							
Wenlock	*Worked by the Great Western.*							
West Cornwall Committee	1,000,000	—	1,000,000	—	—	774,243 86,000	4½ 5	4½ 5
West Lancashire	387,500	129,166	516,666	16,957	Nil	—	—	—
West London	185,960	—	185,960	—	—	101,180 64,000 15,200	2 3½ 6	2 3½ 6
West London Extension	555,000	185,000	740,000	555,000	Nil	—	—	—
West Riding and Grimsby Joint Committee	Line owned by the "Great Northern" and "Manchester, Sheffield, and Lincolnshire" Rail							
West Somerset	*Leased to the Bristol and Exeter.*							

December 1875.—ENGLAND AND WALES—*continued.*

Capital.				Capital raised by Loans and Debenture Stock.					Total Capital paid up and raised by Loans and Debenture Stock.	Subscriptions to other Companies.	Remarks
Preferential.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.			
unt.	Preferential Rate of Dividend.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.				
	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£	
,000	5	5	49,000	1,000 2,900	4 5	11,000	4	14,900	63,900	—	
-	-	-	6,680	—	-	—	-	—	6,680	—	The cost of constructing the line has been partly provided for by the issue of Lloyd's Bonds.
-	-	-	—	—	-	—	-	—	—	—	
-	-	-	—	—	-	—	-	—	—	—	
,000	5	Nil	22,000	6,000	5	—	-	6,000	28,000	—	
,000	5	3½	410,000	7,000	4½	—	-	40,400	450,400	—	The line is worked jointly by the "Great Eastern" and "Midland" Railway Companies.
,830	5	5		33,400	5						
-	-	-	180,000	8,350	4	—	-	57,194	237,194	—	* Borrowing powers vested in the Midland Railway Company.
				35,372	4½						
				13,472	4½						
-	-	-	1,010	—	-	—	-	—	1,010	—	
-	-	-	—	—	-	—	-	—	—	—	
-	-	-	1,200	—	-	—	-	—	1,200	—	
-	-	-	55,000	18,000	4½	—	-	18,000	73,000	—	The Railway is leased to the "London and North-Western" and "Llanelly" Railway Companies.
-	-	-	20,000	—	-	—	-	—	20,000	—	
,000	4½	4½	355,000	—	-	132,322	4½	132,322	487,322	—	
-	-	-	30,360	12,000	5	—	-	12,000	42,360	—	
-	-	-	—	—	-	—	-	—	—	—	
-	-	-	860,243	—	-	—	-	—	860,243	159,856	The railway is the property of the Great Western, Bristol and Exeter, and South Devon Railway Companies.
-	-	-	16,957	—	-	—	-	—	16,957	—	
-	-	-	180,380	—	-	—	-	—	180,380	—	
-	-	-	555,000	22,500	4	—	-	26,800	581,800	—	
				4,300	4½						

Companies. The Capital is included in their Returns.

No. 1.—Amount of Capital, &c., upon th

Name of Company.	Authorised Capital.			Paid-up Stock a				
				Ordinary.		Guaranteed.		
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividen paid.
	£	£	£	£	Per cent.	£	Per cent.	Per cen
West Somerset Mineral - - -	75,000	30,000	105,000	42,500	5	—	—	—
Weymouth and Portland - - -	75,000	25,000	100,000	75,000	4⅜	—	—	—
Whitby, Redcar, and Middlesborough Union -	350,000	116,300	466,300	250,000	Nil	—	—	—
Whitehaven, Cleator, and Egremont - -	461,000	152,600	613,600	335,000	11¼	—	—	—
Whitland and Taff Vale - - - - -	47,000	15,600	62,600	37,000	1½	—	—	—
Wigan Junction - - - - -	450,000	150,000	600,000	1,385	Nil	—	—	—
Witney - - - - - -	*Worked by the Great Western.*							
Wivenhoe and Brightlingsea - - -	*Worked by the Great Eastern.*							
Wolverhampton and Walsall - -	Amalgamated with the London and North-Western by Act 38 & 39 Vict. c. clii.							
Worcester and Aberystwith Junction -	300,000	100,000	400,000	—	—	—	—	—
Worcester, Bromyard, and Leominster -	*Worked by the Great Western.*							
Wrexham, Mold, and Connah's Quay -	425,000	284,600	709,600	295,217	Nil	—	—	—
Buckley - - - - - -	90,000	30,000	120,000	—	—	46,072	4½	4½
Wye Valley - - - -	230,000	76,600	306,600	230,000	6*	—	—	—
Total England and Wales* - £	439,141,207	156,984,223	596,125,430	213,924,572	—	69,497,167	—	—

* Exclusive of the capital of the Cowbridge Company (see note, p. 7), and of that part of the capital of the Devon and

December 1875.—ENGLAND AND WALES—*continued.*

Capital.			Capital raised by Loans and Debenture Stock.					Total Capital paid up and raised by Loans and Debenture Stock.	Subscriptions to other Companies.	Remarks.
Preferential.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.		
unt.	Preferential Rate of Dividend.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.			
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£	
,500	6	6	75,000	15,600	5	14,400	5	30,000	105,000	10,000	Line worked by the Ebbw Vale Steel, Iron, and Coal Company (Limited), which Company is responsible for the dividends on the capital of the Railway Company.
–	–	–	75,000	14,250	4½	10,750	4½	25,000	100,000	—	Line worked by the "Great Western" and "London and South-Western" Companies jointly.
–	–	–	250,000	72,485	5	—	–	72,485	322,485	—	Line in course of construction.
,000	5	5	383,000	124,800 1,800	4 4¼	—	–	126,600	509,600	—	
,580	5	5	45,580	7,500	5	—	–	7,500	53,080	—	The Company also paid 241*l.* out of revenue, for land rent-charges during the year.
–	–	–	1,385	—	–	—	–	—	1,385	—	
–	–	–	—	—	–	—	–	—	—	—	
,000	5	Nil	370,217	24,361	5	174,725 10,562	5 6	209,648	579,865	—	
,000	5	5	66,072	20,000	5	—	–	20,000	86,072	—	
–	–	–	230,000	—	–	76,600	5	76,600	306,600	—	* Guaranteed for five years viz., to 1st July 1879, by the contractors.
18,371	–	–	389,840,110	25,242,694	–	112,007,863	–	137,250,557	527,090,667	18,662,754	TOTAL ENGLAND AND WALES*

nwall Company cancelled by the purchase of part of the line by the London and South-Western Company (see note, p. 7).

No. 1.—AMOUNT of CAPITAL, &c., upon the

Name of Company.	Authorised Capital.			Paid-up Stock and				
				Ordinary.		Guaranteed.		
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.
	£	£	£	£	Per cent.	£	Per cent.	Per cent.
Aboyne and Braemar	*Worked by the Great North of Scotland.*							
Alyth	Amalgamated with the Caledonian under 38 & 39 Vict. c. 147.							
Arbroath and Forfar	*Leased to the Caledonian.*							
Ayr and Maybole	*Leased to the Glasgow and South-Western.*							
Berwickshire	*Worked by the North British.*							
Blane Valley	*Worked by the North British.*							
Busby	*Worked by the Caledonian.*							
Caledonian	20,890,515	6,939,289	27,829,804*	8,218,112	6¾	499,712 136,826 830,000 299,700 649,579 735,447 70,000 276,343 1,141,333 600,000 150,000 240,000 200,000	3 3½ 4⅛ 4¼ 4½ 5 5¼ 6 6¼ 6⅔ 7 7⅞ 10 1⅜	3 3½ 4⅛ 4¼ 4½ 5 5¼ 6 6¼ 6⅔ 7 7⅞ 10 1⅜
Leased to or worked by the Caledonian. — Arbroath and Forfar	250,000	16,666	266,666	189,950	6	40,000	5	6
Leased to or worked by the Caledonian. — Busby	105,000	35,000	140,000	42,850	1¼	—	—	—
Leased to or worked by the Caledonian. — Callander and Oban	453,900	151,300	605,200	253,587	Nil	—	—	—
Leased to or worked by the Caledonian. — Dundee and Newtyle	140,000	30,000	170,000	111,650	1 29/120	—	—	—
Leased to or worked by the Caledonian. — Glasgow, Garnkirk, and Coatbridge	156,355	—	156,355	156,355	8	—	—	—
Leased to or worked by the Caledonian. — Greenock and Wemyss Bay	150,000	50,000	200,000	96,710	Nil	—	—	—
Leased to or worked by the Caledonian. — Lesmahagow	105,700	—	105,700	—	—	45,700 60,000	5 6	4 23/24 5 23/24
Leased to or worked by the Caledonian. — Montrose and Bervie	70,000	23,000	93,000	70,000	⅞	—	—	—
Leased to or worked by the Caledonian. — Portpatrick	552,000	184,000	736,000	435,160	3½	—	—	—
Leased to or worked by the Caledonian. — Solway Junction	380,000	110,901	490,901	251,298	Nil	—	—	—

See also "Glasgow, Barrhead, and Neilston."

31st December 1875.—SCOTLAND.

Share Capital.				Capital raised by Loans and Debenture Stock.					Total Capital paid up and raised by Loans and Debenture Stock.	Subscriptions to other Companies.	Remarks.
Preferential.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.			
Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.				
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£	
163,803	4	4	19,107,404	4,544	3½	1,700,856	4	6,370,080	25,477,484	366,910	As at 31st January 1876.
159,369	4½	4¼		172,355	3¾						* In addition to the amount here stated the Company is authorised by Dingwall and Skye Railway Act, 1865, to raise by shares 100,000*l.*
2,360,817	4½	4½		4,488,475	4						
1,175,000	5	5		3,850	4½						
89,241	6	6									
1,112,122	7⅛	7⅛									
—	–	–	229,950	—	–	—	–	—	229,950	—	
45,000	5	5	87,850	3,698	4	—	–	24,198	112,048	—	As at 31st January 1876.
				18,200	4¼						
				2,300	4½						
—	–	–	253,587	2,200	4	—	–	57,293	310,880	—	As at 31st January 1876.
				53,793	4¼						
				1,300	4½						
—	–	–	111,650	—	–	—	–	—	111,650	—	As at 30th April 1876.
—	–	–	156,355	—	–	—	–	—	156,355	—	
30,000	5	Nil	126,710	2,830	4	—	–	35,737	162,447	—	
				13,450	4¼						
				19,457	4½						
—	–	–	105,700	—	–	—	–	—	105,700	—	* 7*d.* per 100*l.* of Stock being deducted to meet the expense of management.
—	–	–	70,000	500	4½	—	–	18,000	88,000	—	
				17,500	5						
—	–	–	435,160	96,765	3½	—	–	128,475	563,635	—	
				31,710	4						
60,000	4	Nil	311,298	901	5	100,183	3½	101,084	412,382	—	

No. 1.—Amount of Capital, &c., upon th

Name of Company.	Authorised Capital.			Paid-up Stock a				
				Ordinary.		Guaranteed.		
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividen paid.
	£	£	£	£	Per cent.	£	Per cent.	Per cen
Callander and Oban	*Worked by the Caledonian.*							
Carlisle and Silloth Bay Railway and Dock	*Leased to the North British.*							
City of Glasgow Union	2,050,000	216,600	2,266,600	1,000,000	Nil	800,000	5	5
Deeside	*Leased to the Great North of Scotland.*							
Deeside Extension								
Dingwall and Skye	*Worked by the Highland.*							
Duke of Sutherland's Railway	*Worked by the Highland.*							
Dundee and Newtyle	*Leased to the Caledonian.*							
Dunfermline and Queensferry	105,000	35,000	140,000	39,257	Nil	—	—	—
Edinburgh and Bathgate	*Leased to the North British.*							
Edinburgh, Loanhead, and Roslin	*Worked by the North British.*							
Findhorn	9,000	3,000	12,000	8,962	Nil	—	—	—
Forth and Clyde Junction	*Leased to the North British.*							
Forth Bridge	1,250,000	416,666	1,666,666	15,220	Nil	—	—	—
Girvan and Portpatrick Junction	400,000	133,220	533,220	182,639	Nil	—	—	—
Glasgow and South-Western	7,210,000	2,258,800	9,468,800	4,727,710 50,000	3 7/8 4 3/8	156,250 342,110 321,000	5 5 5	5 5 5
Leased to or worked by the Glasgow and South-Western. — Ayr and Maybole	34,500	—	34,500	34,500	7*	—	—	—
Leased to or worked by the Glasgow and South-Western. — Kilmarnock and Troon	40,000	—	40,000	40,000	8 3/4	—	—	—
See also "Glasgow, Barrhead, and Neilston."								
Glasgow, Barrhead, and Neilston Direct	275,000	—	275,000	125,000 150,000	3 3/4 4 1/2	—	—	—
Glasgow, Bothwell, Hamilton, and Coatbridge	500,000	166,000	666,000	298,750	Nil	—	—	—
Glasgow, Garnkirk, and Coatbridge	*Leased to the Caledonian.*							
Great North of Scotland	2,554,443	864,919	3,419,362	860,965	2 1/2	102,822 13,810 32,900 46,010 203,270	3* 4 1/2 5 5 5	3 4 1/2 5 5 5
Leased to or worked by the Great North of Scotland. — Aboyne and Braemar	66,000	22,000	88,000	38,250	2 1/2	—	—	—
Leased to or worked by the Great North of Scotland. — Deeside	140,250	43,400	183,650	116,228	9 1/16	—	—	—
Leased to or worked by the Great North of Scotland. — Deeside Extension	80,000	26,600	106,600	79,644	5 7/16	—	—	—
Leased to or worked by the Great North of Scotland. — Morayshire	139,700	46,433	186,133	57,887	Nil	—	—	—

1st December 1875.—SCOTLAND—*continued.*

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					TOTAL CAPITAL paid up and raised by Loans and Debenture Stock.	SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
Preferential.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.			
Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.				
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£	
—	–	–	1,800,000	460 72,930 56,960 69,650	3¾ 4 4¼ 4½	—	–	200,000	2,000,000	—	As at 31st January 1876.
—	–	–	39,257	—	–	—	–	—	39,257	—	
—	–	–	8,962	1,750	4½	—	–	1,750	10,712	—	The revenue never paid the working expenses, and in consequence the working of the line was discontinued in 1869.
—	–	–	15,220	—	–	—	–	—	15,220	—	As at 31st January 1876.
72,443	6	Nil	255,082	53,250* 2,000 33,436	4½ 4¾ 5	—	–	88,686	343,768	—	As at 29th February 1876. Line not yet open for traffic. * Interest on 25,900*l.* of this amount may be greater than stated.
25,000 150,000 12,200 36,000 70,080 250,000 110,000 369,450	4 4½ 5 5 5 5 5 5	4 4½ 5 5 5 5 5 *	6,619,800	21,150 50,825 1,317,336	3½ 3¾ 4	792,931	4	2,182,242	8,802,042	510,000	As at 31st January 1876. * Dividend to accrue from 1st February 1876.
—	–	–	34,500	—	–	—	–	—	34,500	—	* Guaranteed by the Great North of Scotland.
—	–	–	40,000	—	–	—	–	—	40,000	—	
—	–	–	275,000	—	–	—	–	—	275,000	—	The line is leased to the Caledonian and Glasgow and South-Western Railway Companies.
—	–	–	298,750	—	–	—	–	—	298,750	—	The line is in course of construction.
218,030 38,664 482,050 291,090	3† 4 4½ 5*	3 4 4½ 5	2,289,611	2,660 574,519 6,390 44,247 11,750	3¾ 4 4¼ 4½ 5	11,915 213,424	4 4½	864,905	3,154,516	23,152	As at 31st January 1876. * Minimum. † To 31st July 1877.
—	–	–	38,250	12,509 9,491	4½ 4¾	—	–	22,000	60,250	—	As at 31st January 1876.
23,825	4½	4½	140,053	43,400	4	—	–	43,400	183,453	15,000	
—	–	–	79,644	24,300	4	—	–	24,300	103,944	—	
55,340	5	Nil	113,227	600 14,250 23,253	4 4½ 5	—	–	38,103	151,330	—	

No. 1.—AMOUNT of CAPITAL, &c., upon

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK				
				Ordinary.		Guaranteed.		
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid
	£	£	£	£	Per cent.	£	Per cent.	Per ce
Greenock and Wemyss Bay	*Worked by the Caledonian.*							
Highland	2,879,000	866,880	3,745,880	1,470,270	4⅞	76,000	6	6
Leased to or worked by the Highland. — Dingwall and Skye	400,000	133,300	533,300	229,048	Nil	—	—	—
Leased to or worked by the Highland. — Duke of Sutherland's	*Private Property*		—	—	—	—	—	—
Leased to or worked by the Highland. — Sutherland	210,000	70,000	280,000	134,930	Nil	—	—	—
Leased to or worked by the Highland. — Sutherland and Caithness	360,000	120,000	480,000	204,418	Nil	—	—	—
Kelvin Valley	90,000	30,000	120,000	201	Nil	—	—	—
Kilmarnock and Troon	*Leased to the Glasgow and South-Western.*							
Lesmahagow	*Leased to the Caledonian.*							
Leven and East of Fife	130,000	43,300	173,300	35,000 37,000	8¼ 9½	—	—	—
Montrose and Bervie	*Worked by the Caledonian.*							
Morayshire	*Worked by the Great North of Scotland.*							
Newport	46,000	15,300	61,300	—	—	—	—	—
North British	19,172,906	7,354,813	26,527,719	3,798,169	4⅛	—	—	—
Leased to or worked by the North British. — Berwickshire	130,000	43,060	173,060	129,444	2½	—	—	—
Leased to or worked by the North British. — Blane Valley	75,000	25,000	100,000	32,991	Nil	—	—	—
Leased to or worked by the North British. — Carlisle and Silloth Bay Railway and Dock.	240,000	25,000	265,000	163,222	1	—	—	—
Leased to or worked by the North British. — Edinburgh and Bathgate	250,000	—	250,000	250,000	5	—	—	—
Leased to or worked by the North British. — Edinburgh, Loanhead, and Roslin	84,000	28,000	112,000	45,604	2½	—	—	—
Leased to or worked by the North British. — Forth and Clyde Junction	192,000	64,000	2 56,000	106,373	5½	64,000	5	

1st December 1875.—SCOTLAND—*continued.*

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					TOTAL CAPITAL paid up and raised by Loans and Debenture Stock.	SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
Preferential.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.			
Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.				
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£	
513,650	4½	4½	2,564,000	1,000	3¾	150	4	700,860	3,264,860	115,000	
400,000	5	5		313,244	4	385,666	4¼				
45,000	5	5		800	4½						
59,080	6	6									
—	–	–	229,048	111,172	4½	—	–	111,172	340,220	—	
—	–	–	—	—		—	–	—	—	—	The total amount expended on the construction of the line up to the 31st August 1875 was 64,653*l.*
—	–	–	134,930	35,156	4	—	–	60,000	194,930	—	
				24,844	4½						
—	–	–	204,418	119,960	4½	—	–	119,960	324,378	—	
—	–	–	201	—	–	—	–	—	201	—	
57,910	4½	4½	129,910	35,450	4	—	–	36,850	166,760	—	As at 31st January 1876.
				1,400	4½						
—	–	–	—	—	–	—	–	—	—	—	
1,625	3	3	16,627,716	20,265	3	45,000	3½	7,164,718	23,792,434	514,307	As at 31st January 1876.
71,985*	3	Nil		61,953	3¾	591,325	4				* Second Preference.
145,403	4	Nil		3,910,124	4	510,114	4¼				† Not yet earning revenue.
,947,423	4	4		125,650	4¼	783,375	4½				
699,951	4½	4½		5,650	4⅜	400,679	5				
,419,573	4½	5⅛		11,638	4½	698,945	5				
2,880	5	5									
237,016	5	5									
418,890	5	5									
563,379	6	6									
321,422 †	5¼	Nil									
—	–	–	129,444	16,610	4	—	–	33,060	162,504	—	
				16,450	4¼						
30,210	4½	4	63,201	1,350	4¼	—	–	11,000	74,201	—	
				9,650	4½						
75,000	5	4½	238,222	2,450	4	—	–	24,929	263,151	—	
				5,500	4¼						
				16,979	4½						
—	–	–	250,000	—	–	—	–	—	250,000	—	
—	–	–	45,604	16,000	4½	—	–	16,000	61,604	—	
4,520	5	5	191,373	52,580	4	—	–	64,000	255,373	—	As at 31st January 1876.
16,480	6	6		5,000	4¼						
				6,420	4⅓						

No. 1.—Amount of Capital, &c., upon t

Name of Company.	Authorised Capital.			Paid-up Stock a				
				Ordinary.		Guaranteed.		
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Divide paid.
North British—*continued.*	£	£	£	£	Per cent.	£	Per cent.	Per ce
Leased to or worked by the North British.								
Peebles	97,000	32,000	129,000	70,000	7½	—	—	—
Penicuick	54,000	18,000	72,000	54,000	5	—	—	—
Port Carlisle Dock and Railway	70,600	73,538	144,138	70,600	1¼	—	—	—
St. Andrews	21,000	7,000	28,000	21,000	9½	—	—	—
Whiteinch	18,000	—	18,000	18,000	Nil	—	—	—
North British, Arbroath, and Montrose	185,580	61,860	247,440	4,490	Nil	—	—	—
North Monkland	60,000	20,000	80,000	12,882	Nil	—	—	—
Peebles	*Leased to the North British.*							
Penicuick	*Worked by the North British.*							
Port Carlisle Dock and Railway	*Leased to the North British.*							
Port Patrick	*Worked by the Caledonian.*							
St. Andrews	*Worked by the North British.*							
Solway Junction	*Leased to the Caledonian.*							
Sutherland	*Worked by the Highland.*							
Sutherland and Caithness	*Worked by the Highland.*							
Whiteinch	*Worked by the North British.*							
Wigtownshire	96,000	32,000	128,000	64,653	Nil	—	—	—
Total Scotland £	62,968,449	20,835,845	83,804,294	24,602,979	—	8,132,812	—	—

st December 1875.—SCOTLAND—*continued.*

ARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					TOTAL CAPITAL paid up and raised by Loans and Debenture Stock.	SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
Preferential.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.			
Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.				
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£	
27,000	5	5	97,000	32,000	4	—	–	32,000	129,000	—	The interest on 20,000*l.* of the Loan Capital is payable by the North British Railway Company.
—	–	–	54,000	18,000	4½	—	–	18,000	72,000	—	
—	–	–	70,600	—	–	73,538	3	73,538	144,138	—	
—	–	–	21,000	6,600	4	—	–	6,600	27,600	—	
—	–	–	18,000	—	–	—	–	—	18,000	—	
—	–	–	4,490	—	–	—	–	—	4,490	—	As at 31st January 1876.
—	–	–	12,882	—	–	—	–	—	12,882	—	
—	–	–	64,653	20,000	4½	—	–	20,000	84,653	—	
1,457,921	–	–	54,193,712	12,384,839	–	6,308,101	–	18,692,940	72,886,652	1,544,369	TOTAL SCOTLAND.

No. 1.—AMOUNT OF CAPITAL, &c., upon the

Name of Company.	Authorised Capital.			Paid-up Stock and				
				Ordinary.		Guaranteed.		
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.
	£	£	£	£	Per cent.	£	Per cent.	Per cent.
Athenry and Ennis Junction	*Leased to the Waterford and Limerick.*							
Athenry and Tuam	*Leased to the Waterford and Limerick.*							
Ballymena and Larne	136,000	45,200	181,200	1,850	Nil	—	—	—
Ballymena, Cushendall, and Redbay	90,000	30,000	120,000	54,650	4	—	—	—
Banbridge Junction	*Leased to the Northern of Ireland.*							
Banbridge, Lisburn, and Belfast	*Leased to the Ulster.*							
Belfast and County Down	515,000	166,666	681,666	235,950	Nil	—	—	—
Downpatrick, Dundrum, and Newcastle	60,000	20,000	80,000	51,860	Nil	—	—	—
Belfast and Northern Counties	1,195,000	418,832	1,613,832	557,900	7½	—	—	—
Carrickfergus and Larne	125,000	41,500	166,500	80,400 2,359*	2½ Nil	—	—	—
Belfast Central	150,000	575,000	725,000	150,000	Nil	—	—	—
Belfast, Holywood, and Bangor	311,000	158,000	469,000	132,210	Nil	—	—	—
Carrickfergus and Larne	*Worked by the Belfast and Northern Counties.*							
Castleisland	25,000	10,000	35,000	8,313	Nil	6,070	5	5
Central Ireland Railways Committee	*See Waterford and Central Ireland and Kilkenny Junction and Central Ireland.*							
Cork and Bandon	338,000	108,000	446,000	240,000	3	—	—	—
Cork and Kinsale Junction	65,000	36,600	101,600	20,800	Nil	—	—	—
Cork and Kinsale Junction	*Worked by the Cork and Bandon.*							
Cork and Macroom Direct	120,000	50,000	170,000	75,806	3½	—	—	—
Cork, Blackrock, and Passage	132,000	43,330	175,330	118,340	3	—	—	—

st December 1875.—IRELAND.

RE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					TOTAL CAPITAL paid up and raised by Loans and Debenture Stock.	SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
Preferential.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.			
mount.	Preferential Rate of Dividend.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.				
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£	
	—	–	1,850	—	–	—	–	—	1,850		
—	–	–	54,650	27,700	5	—	–	27,700	82,350	—	Line opened for traffic 26th March 1875.
11,050	4½	Nil	502,550	138,838*	3½	—	–	166,656	669,206†	25,000	* Treasury Loan.
255,550	5	Nil		1,550	4						† There has also been received 22,261*l.* on forfeited shares, and 49,490*l.* from the "Belfast, Holywood, and Bangor" Railway Company on account of the purchase of the Holywood Branch.
				11,820	4¼						
				6,348	4⅓						
				1,900	4¾						
				6,200	5						
—	–	–	51,860	1,742	4	—	–	16,193	68,053	—	
				14,451	4½						
160,000	4	4	1,154,500	77,706	4	120,095	4	365,939	1,520,439	12,500	
436,600	4½	4½		96,796	4¼						
				70,447	4⅜						
				895	4½						
—	–	–	82,759	1,000	4	—	–	39,746	122,505	—	*Amount received on forfeited shares.
				5,896	4¼						
				500	4⅜						
				32,350	4½						
—	–	–	150,000	100,000	5	600	5	100,600	250,600	—	
79,220	5	Nil	211,430	108,000	5	—	–	108,000	319,430	24,650	
—	—	—	14,383	—	–	—	–	—	14,383	—	As at 31st October 1875.
											The Barony of Trughanacmy, County Kerry, guarantees interest at 5 per cent. per annum on 16,000*l.* of the capital of the Company for 35 years from the opening of the line, 30th August 1875.
30,000	4	4	318,000	3,200	4½	8,310	4	78,298	396,298	—	
48,000	5½	5½		2,100	5	64,688	4½				
7,830	5	Nil	28,630	21,600	6	795	5	22,395	51,025	—	
44,150	5	5	119,956	16,735	4½	—	–	48,085	168,041	—	
				31,350	5						
2,000	5	5	120,340	16,150	4½	—	–	39,440	159,780	—	As at 31st October 1875.
				23,290	5						

No. 1.—AMOUNT of CAPITAL, &c., upon th

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AS				
				Ordinary.		Guaranteed.		
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.
	£	£	£	£	Per cent.	£	Per cent.	Per cent
Derry Central	220,000	100,000	320,000	—	—	—	—	—
Downpatrick, Dundrum, and Newcastle	*Worked by the Belfast and County Down.*							
Dublin and Antrim Junction	*Worked by the Ulster.*							
Dublin and Belfast Junction	Amalgamated under 10 & 11 Vict. c. cxi., and name changed to Northern of Ireland—							
Dublin and Drogheda								
Dublin and Kingstown	*Leased to the Dublin, Wicklow, and Wexford.*							
Dublin and Meath	*Worked by the Midland Great Western of Ireland.*							
Dublin, Wicklow, and Wexford	1,595,000	530,933	2,125,933	645,000	4¾	—	—	—
Dublin and Kingstown	350,000	110,000	460,000	350,000	9	—	—	—
Dundalk, Newry, and Greenore	400,000	—*	400,000	254,365	Nil	—	—	—
Dungannon and Cookstown	120,000	40,000	160,000	—	—	—	—	—
Ennis and West Clare	150,000	49,997	199,997	80	Nil	1,936	4	Nil
Enniskillen, Bundoran, and Sligo	*Worked by the Irish North-Western.*							
Fermoy and Lismore	*Worked by the Great Southern and Western.*							
Finn Valley	80,000	20,000	100,000	44,980	1¼	—	—	—
Galway, Oughterard, and Clifden	200,000	66,000	266,000	14	Nil	—	—	—
Great Northern and Western of Ireland	*Worked by the Midland Great Western of Ireland.*							
Great Southern and Western of Ireland	6,309,940	863,965	7,173,905	4,643,132	5½	—	—	—
Leased to or worked by the Grt. Southern and Western. — Fermoy and Lismore	100,000	33,000	133,000	100,000	Nil	—	—	—
Leased to or worked by the Grt. Southern and Western. — Parsonstown and Portumna Bridge.	85,000	21,600	106,600	32,580	Nil	—	—	—
Ilen Valley	80,000	40,000	120,000	9,480	Nil	11,180	5*	Nil
Irish North-Western	900,000	300,000	1,200,000	171,420 117,267*	Nil ¾	—	—	—
* Leased to or worked by the Irish North-Western. — Enniskillen, Bundoran, and Sligo.	300,000	99,900	399,900	45,728	Nil	—	—	—
* Leased to or worked by the Irish North-Western. — Londonderry and Enniskillen	455,000	150,000	605,000	129,200	Nil	43,150	5	5*
Kilkenny Junction	*Worked by the Waterford and Central Ireland.*							
Killorglin	40,000	20,000	60,000	—	—	—	—	—
Kilrush and Kilkee, and Poulnasherry Reclamation.	60,000	20,000	80,000	9,104	Nil	—	—	—

December 1875.—IRELAND—*continued.*

RE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					TOTAL CAPITAL paid up and raised by Loans and Debenture Stock.	SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
Preferential.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.			
mount.	Preferential Rate of Dividend.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.				
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£	
—	–	–	—	—	–	—	–	—	—	—	
ich see.											
70,840	4½	4½	1,515,840	123,622	4	257,895	4¼	475,947	1,991,787	—	
600,000	5	5				94,430	4½				
200,000	6	6									
—	–	–	350,000	70,000	4	—	–	70,000	420,000	—	
—	–	–	254,365	—	–	—	–	—	254,365	—	* Borrowing powers transferred to the London and North-Western Company.
—	–	–	—	—	–	—	–	—	—	—	
—	–	–	2,016	—	–	—	–	—	2,016	—	
17,480	6	6	62,460	13,222	3½	6,720	5	19,942	82,402	—	
—	–	–	14	—	–	—	–	—	14	—	
329,100	4	4	5,972,232	—	–	728,285	4	728,285	6,700,517	18,000	
—	–	–	100,000	31,720	5	—	–	31,720	131,720	—	
19,480	5	Nil	52,060	20,366	5	—	–	20,366	72,426	—	
—	–	–	20,660	—	–	—	–	—	20,660	—	* Guaranteed from the completion of the railway by the baronies through which the line passes.
474,219	5	Nil	762,906	36,539	4	261,334	5	298,674	1,061,580	50,288	* Clones and Cavan Extension shares.
						801†	5				† Rentcharge Stock.
100,000	5	Nil	145,728	75,000	4	7,246	5	85,000	230,728	—	
				2,754	5						
282,650	5	5	455,000	—	–	2,100	4¼	150,000	605,000	—	* In addition 22¼ per cent. was paid on account of arrears of dividend.
						60,011	4½				
						87,889	5				
—	–	–	—	—	–	—	–	—	—	—	
—	–	–	9,104	—	–	—	–	—	9,104	—	

No. 1.—Amount of Capital, &c., upon th

Name of Company.	Authorised Capital.			Paid-up Stock an				
				Ordinary.		Guaranteed.		
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.
	£	£	£	£	Per cent.	£	Per cent.	Per cent
Letterkenny	150,000	100,000	250,000	56,177	Nil	—	—	—
Limerick and Kerry	260,000	130,000	390,000	—	—	—	—	—
Londonderry and Enniskillen	*Leased to the Irish North-Western.*							
Londonderry and Lough Swilly	105,000	26,200	131,200	34,490	Nil	—	—	—
Midland Counties and Shannon Junction	115,000	38,300	153,300	60,219	Nil	—	—	—
Midland Great Western of Ireland	2,850,000	1,504,477	4,354,477	2,368,300	4½	—	—	—
Leased to or worked by the Midland Great Western of Ireland. — Dublin and Meath	341,000	150,000	491,000	133,155	Nil	—	—	—
Leased to or worked by the Midland Great Western of Ireland. — Great Northern and Western of Ireland.	455,160	292,540	747,700	383,605	4½	—	—	—
Leased to or worked by the Midland Great Western of Ireland. — Navan and Kingscourt	152,000	70,600	222,600	70,195	Nil	—	—	—
Leased to or worked by the Midland Great Western of Ireland. — Sligo and Ballaghaderreen Junction.	50,000	16,600	66,600	34,098	Nil	—	—	—
Navan and Kingscourt	*Worked by the Midland Great Western of Ireland.*							
Newry and Armagh	240,000	150,000	390,000	240,000	Nil	—	—	—
Newry, Warrenpoint, and Rostrevor	120,000	39,900	159,900	99,925	Nil	—	—	—
Northern	1,629,962	608,483	2,238,445	1,381,093	6	100,000 120,000	4 4½	4 4½
Banbridge Junction	60,000	20,000	80,000	22,128	Nil	—	—	—
Parsonstown and Portumna Bridge	*Worked by the Great Southern and Western.*							
Portadown, Dungannon, and Omagh Junction	*Leased to the Ulster.*							
Rathkeale and Newcastle Junction	*Worked by the Waterford and Limerick.*							
Sligo and Ballaghaderreen Junction	*Worked by the Midland Great Western of Ireland.*							
Sligo, Leitrim, and Northern Counties	200,000	100,000	300,000	—	—	—	—	—
South Dublin Railway and Land Reclamation	225,000	75,000	300,000	—	—	—	—	—
Southern	311,000	103,600	414,600	51,314	Nil	—	—	—
Ulster	1,300,000	408,600	1,708,600	1,000,000	7	—	—	—
Leased to or worked by the Ulster. — Banbridge, Lisburn, and Belfast	150,000	49,000	199,000	78,735	Nil	—	—	—
Leased to or worked by the Ulster. — Dublin and Antrim Junction	120,000	80,000	200,000	52,820	Nil	—	—	—
Leased to or worked by the Ulster. — Portadown, Dungannon, and Omagh Junction.	395,775	131,385	527,160	252,050	1⅘	—	—	—

st December 1875.—IRELAND—*continued.*

ARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					TOTAL CAPITAL paid up and raised by Loans and Debenture Stock.	SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
Preferential.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.			
Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.				
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£	
—	–	–	56,177	—	–	—	–	—	56,177	—	
—	–	–	—	—	–	—	–	—	—	—	
—	–	–	34,490	19,100	5	—	–	19,100	53,590	—	As at 31st January 1876.
5,000	5	Nil	65,219	100	5	—	–	100	65,319	—	
300,000	5	5	2,668,300	356,677*	3½	492,894	4¼	1,326,996	3,995,296	113,350	* Government loan.
				1,400	4	201,700	4½				
				274,325	4¼						
128,250	5	2½	334,115	—	–	35,000	4	136,494	470,609	—	
72,710	6	Nil				101,494	4½				
50,440	5	5	451,065	73,468	4	197,433	4¼	281,951	733,016	—	
17,020	6	6		11,050	4½						
7,000	4	Nil	110,195	—	–	60,000	5	60,000	170,195	—	
33,000	5	Nil									
—	–	–	34,098	13,300	5	—	–	13,300	47,398	—	
—	–	–	240,000	—	–	129,100	4	149,100	389,100	—	
						20,000	5				
7,100	5½	Nil	119,925	39,000	5	—	–	39,000	158,925	—	
12,900	6	Nil									
—	–	–	1,601,093	18,000	4¼	126,643	4	568,853	2,169,946	78,518	
				20,600	4½	403,610	4¼				
17,800	5	5	39,928	5,000	4½	—	–	17,350	57,278	—	
				3,500	4¾						
				8,850	5						
—	–	–		—	–	—	–	—	—	—	
—	–	–	—	—	–	—	–	—	—	—	
45,900	5	Nil	97,214	26,666	5	—	–	26,666	123,880	—	
199,917	4½	4½	1,199,917	122,438	4	132,859	4¼	306,177	1,506,094	92,637	
				50,880	4¼						
25,000	4	Nil	114,661	8,700	4½	—	–	48,950	163,611	—	
10,926	5	Nil		39,950	5						
				300	6						
12,870	6	Nil	65,690	40,000*	5*	—	–	40,000*	105,690	—	* No interest was paid upon the 40,000*l.* loan capital.
75,025	4½	4½	364,125	11,399	4	60,977	4½	129,387	493,512	—	
37,050	5	5		1,500	4¼						
				55,511	4½						

No. 1.—Amount of Capital, &c., upon the

Name of Company.	Authorised Capital.			Paid-up Stock and				
				Ordinary.		Guaranteed.		
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.
	£	£	£	£	Per cent.	£	Per cent.	Per cent.
aterford and Central Ireland - - -	450,000	189,000	639,000	250,000	Nil	—	—	—
Central Ireland Railways - -	60,000	20,000	80,000	—	—	—	—	—
Leased to or worked by the Waterford and Central Ireland. Kilkenny Junction - -	214,000	256,480	470,480	60,575	Nil	—	—	—
Leased to or worked by the Waterford and Central Ireland. Central Ireland Railways	60,000	20,000	80,000	—	—	—	—	—
Waterford and Limerick - - - - -	1,403,530	563,600	1,967,130	597,550	1¾		—	—
Leased to or worked by the Waterford and Limerick. Athenry and Ennis Junction	195,000	91,600	286,600	99,190	Nil	—	—	—
Leased to or worked by the Waterford and Limerick. Athenry and Tuam - -	90,000	30,000	120,000	61,818	1		—	—
Leased to or worked by the Waterford and Limerick. Rathkeale and Newcastle Junction.	63,000	31,600	94,600	18,130	Nil	—	—	—
Waterford and Tramore - - - -	58,000	19,350	77,350	48,000	3¾	—	—	—
Waterford and Wexford - - - -	330,000	110,000	440,000	56,505	Nil	—	—	—
Waterford, Dungarvan, and Lismore -	280,000	93,333	373,333	93,374	5*	—	—	—
Waterford, New Ross, and Wexford Junction	330,000	110,000	440,000	120,130	Nil	—	—	
West Cork - - - - - -	320,000	257,436	577,436	66,817	Nil		—	—
Total Ireland - - £	27,790,367	10,055,607	37,845,974	16,073,181	—	282,336	—	—

1st December 1875.—IRELAND—*continued.*

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					TOTAL CAPITAL paid up and raised by Loans and Debenture Stock.	SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
Preferential.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.			
Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.				
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£	
196,885	6	4	446,885	33,225	3½	300	4¼	151,584	598,469	8,750	As at 29th September 1875.
				900	4	30	4⅜				
				15,970	4½	82,198	5				
				18,461	5						
				500	6						
—	–	–	—	—	–	—	–	—	—	—	As at 29th September 1875.
40,880	6	Nil	101,455	300	5	223,620	5	223,920	325,375	—	As at 1st November 1875.
—	–	–	—	—	–	—	–	—	—	—	As at 1st November 1875.
267,300	4½	4½	1,332,425	64,377	3½	500	4	546,994	1,879,419	70,812	
439,175	5	5		500	4	15,000	4¼				
28,400	5½	5½		37,800	4½	10,000	4⅜				
				3,300	4¾	350,947	4½				
				19,920	5						
				500	5¼						
				400	5½						
				43,750	6						
86,590	5	Nil	185,780	83,989	5	—	–	83,989	269,769	—	
—	–	–	61,818	30,000	5	—	–	30,000	91,818	—	As at 29th September 1875.
10,050	5	Nil	28,180	16,620	5	—	–	16,620	44,800	—	
10,000	5	5	58,000	4,500	5	—	–	18,500	76,500	—	
				7,000	4¾						
				7,000	4½						
—	–	–	56,505	3,200	5	—	–	3,200	59,705	—	Line in course of construction.
—	–	–	93,374	—	–	—	–	—	93,374	—	* Guaranteed by the county of Waterford and the county of the city of Waterford for five years granted for the construction of the railway, and for 35 years after the opening for public traffic.
44,940	5	Nil	165,070	7,508	5	44,940	5	97,388	262,458	—	* Rentcharge Stock.
						44,940*	5				
54,420	6	Nil	121,237	—		257,336	4	257,336	378,573	—	
6,404,717	–	–	22,760,234	2,793,221	–	4,692,720	–	7,485,941	30,246,175	494,505	TOTAL IRELAND.

RAILWAY RETURNS.—1875.

No. 2.—TRAFFIC, &c.

RETURN showing the NUMBER of PASSENGERS and QUANTITY of GOODS conveyed and the RECEIPTS therefrom upon the RAILWAYS in ENGLAND and WALES, SCOTLAND, and IRELAND, during the Year 1875.

No. 2.—Traffic, &c., ENGL

NAME OF COMPANY.	LENGTH OF LINE IN MILES open on 31st December 1875.			PASSENGER TRAFFIC.					GOODS TRAFFIC.		NUMBER OF M TRAVELLED TRAINS.	
				NUMBER OF PASSENGERS CONVEYED (exclusive of Season and Periodical Tickets).								
	Double or more.	Single.	Total.	1st Class.	2d Class.	3d Class (including Parliamentary).	Total.	Holders of Season or Periodical Tickets.	Minerals.	General Merchandise.	Passenger Trains.	Goods and Mineral Trains.
									Tons.	*Tons.*		
Aberdare	*Leased to the Taff Vale.*											
Abingdon	*Leased to the Great Western.*											
Anglesey Central	- -	18	18	9,133	- -	142,199	151,332	1	15,114	18,680	Mixed.	
Aylesbury and Buckingham	- -	12	12	1,139	3,416	28,863	33,418	- -	3,046	4,706	22,705	- -
Bala and Dolgelly	*Worked by the Great Western.*											
Barnoldswick	*Worked by the Midland.*											
Bedford and Northampton	*Leased to the Midland.*											
Berks and Hants Extension	*Worked by the Great Western.*											
Birkenhead	*Vested jointly in the Great Western and London and North-Western.*											
Bishop's Castle	- -	10	10	1,118	2,607	27,720	31,445	- -	7,694	3,517	Mixed.	
Bishop's Waltham	*Worked by the London and South-Western.*											
Bodmin and Wadebridge	- -	15	15	23	1,560	3,926	5,509	- -	19,165	7,498	3,420	8,761
Brecon and Merthyr Tydfil Junction	6	56	62	5,502	13,561	353,117	372,180	5	518,668	112,839	146,876	165,816
Bridport	*Leased to the Great Western.*											
Bristol and Exeter (Including the "Devon and Somerset," "Minehead" and "West Somerset.")	77	127	204	223,512	1,647,818	638,323	2,509,653	1,154	372,635	508,867	1,209,207	657,586
Bristol and North Somerset	*Worked by the Great Western.*											
Bristol and Portishead Pier and Railway	- -	9	9	16,775	89,829	157,472	264,076	101	18,801	6,411	45,505	2,342
Bristol Port Railway and Pier	- -	6	6	8,221	15,139	271,702	295,062	- -	- -	13,330	33,794	2,057
Buckfastleigh, Totnes, and South Devon	*Worked by the South Devon.*											
Buckinghamshire	*Leased to the London and North-Western.*											
Buckley	*Worked by the Wrexham, Mold, and Connah's Quay.*											
Burry Port and Gwendreath Valley	- -	18	18	- -	- -	- -	- -	- -	104,110	- -	- -	12,906
Calne	*Worked by the Great Western.*											
Cambrian	8	169	177	40,805	69,398	1,231,723	1,341,926	75	365,166	137,286	423,441	351,341
Cannock Chase and Wolverhampton	- -	6	6	- -	- -	- -	- -	- -	439,902	- -	No account ke	
Carmarthen and Cardigan	- -	19	19	8,300	22,903	248,260	279,463	- -	80,745	43,633	Mixed.	
Central Wales and Carmarthen Junction	- -	13	13	4,492	6,789	99,061	110,342	- -	21,063	10,350	- -	- -
Cheshire Lines Committee	85	18	103	216,611	210,556	2,095,677	2,522,844	1,575	729,884	643,633	876,375	609,410
Chester and Holyhead	*Worked by the London and North-Western.*											
Cockermouth, Keswick, and Penrith	- -	32	32	14,858	97,619	80,807	193,284	14	154,454	89,657	80,638	132,045
Colchester, Stour Valley, Sudbury, and Halstead	*Leased to the Great Eastern.*											
Coleford, Monmouth, Usk, and Pontypool	*Leased to the Great Western.*											
Colne Valley and Halstead	- -	19	19	5,406	10,275	63,209	78,890	- -	22,212	20,219	Mixed.	
Cornwall	2	64	66	39,805	234,072	445,905	719,782	151	131,665	140,326	268,632	150,782
Cornwall Minerals (Including the "Newquay and Cornwall Junction.")	- -	47	47	- -	- -	- -	- -	- -	22,456	73,357	- -	41,951
Corris*	- -	11	11	- -	- -	11,830	11,830	- -	16,461	- -	- -	- -
Corwen and Bala	*Leased to the Great Western.*											
Cowbridge	See note, p. 7.											
Cowes and Newport	- -	5	5	18,279	101,025	20,501	139,805	15	- -	- -	36,594	- -
Croesor and Portmadoc	- -	5	5	- -	- -	- -	- -	- -	16,991	921	- -	5,302
Cromford and High Peak	*Leased to the London and North-Western.*											

Note.—For returns furnished by Companies of the length of single, double, treble, and quadruple or mo

* The line is used almost exclusively for haulage of slates by horse traction, but recently some passengers have been carried in open trucks.

WALES, in 1875.

RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.							RECEIPTS (GROSS) FROM GOODS TRAFFIC.						NAME OF COMPANY.
RECEIPTS FROM PASSENGERS.				Excess Luggage, Parcels, Carriages, Horses, Dogs, &c.	Mails.	Total Receipts from Passenger Traffic.	Merchandise.	Live Stock.	Minerals.	Total Receipts from Goods Traffic.	Miscellaneous, Rents, Tolls, Navigation, Steamboats, &c.	Total Receipts from all Sources of Traffic.	
2d Class.	3d Class (including Parliamentary).	Holders of Season or Periodical Tickets.	Total from Passengers.										
£	£	£	£	£	£	£	£	£	£	£	£	£	
													Aberdare.
													Abingdon.
-	4,091	12	4,699	508	- -	5,207	2,489	342	738	3,569	5	8,781	Anglesey Central.
175	1,004	- -	1,282	397	7	1,686	569	41	408	1,018	- -	2,704	Aylesbury and Buckingham.
													Bala and Dolgelly.
													Barnoldswick.
													Bedford and Northampton.
													Berks and Hants Extension.
													Birkenhead.
153	996	- -	1,253	165	- -	1,418	902	142	691	1,735	130	3,283	Bishop's Castle.
-													*Bishop's Waltham.*
44	92	- -	137	5	- -	142	277	- -	2,054	2,331	71	2,544	Bodmin and Wadebridge.
1,011	12,681	45	14,554	1,000	- -	15,554	13,637	701	28,985	43,323	3,354	62,231	Brecon and Merthyr Tydfil Junction.
													Bridport.
35,285	81,333	5,176	281,200	36,843	14,344	332,387	147,374	8,916	43,917	200,207	13,933	546,527	Bristol and Exeter.
													Bristol and North Somerset.
2,667	3,373	368	7,362	192	78	7,632	533	7	929	1,469	1,086	10,187	Bristol and Portishead Pier and Railway.
271	2,808	- -	3,302	123	- -	3,425	501	- -	- -	501	57	3,983	Bristol Port Railway and Pier.
													Buckfastleigh, Totnes, and South Devon.
													Buckinghamshire.
													Buckley.
-	- -	- -	- -	- -	- -	- -	- -	- -	5,656	5,656	4,022	9,678	Burry Port and Gwendreath Valley.
													Calne.
7,948	62,531	496	80,138	8,960	3,412	92,510	54,347	9,705	36,118	100,170	7,374	200,054	Cambrian.
-	- -	- -	- -	- -	- -	- -	- -	- -	5,508	5,508	- -	5,508	Cannock Chase and Wolverhampton.
963	6,901	- -	8,390	786	345	9,521	5,078	566	5,674	11,318	452	21,291	Carmarthen and Cardigan.
413	2,557	- -	3,324	250	- -	3,574	2,151	352	766	3,269	549	7,392	Central Wales and Carmarthen Junction
9,033	67,867	5,134	103,743	10,883	11	114,637	172,676	4,615	14,779	192,070	7,524	314,231	Cheshire Lines Committee.
													Chester and Holyhead.
5,942	4,857	40	13,003	740	230	13,973	12,846	634	16,913	30,393	327	44,693	Cockermouth, Keswick, and Penrith.
													Colchester, Stour Valley, Sudbury, and Halstead.
													Coleford, Monmouth, Usk, and Pontypool.
574	1,979	- -	3,001	297	30	3,328	3,587	169	1,874	5,630	283	9,241	Colne Valley and Halstead.
20,502	32,119	1,044	63,160	11,797	7,550	82,507	31,712	1,353	11,412	44,477	1,581	128,565	Cornwall.
- -	- -	- -	- -	- -	- -	- -	6,722	- -	2,585	9,307	2	9,309	Cornwall Minerals.
- -	290	- -	290	- -	- -	290	- -	- -	1,726	1,726	- -	2,016	Corris.
													Corwen and Bala
													Cowbridge.
2,874	962	39	4,745	810	24	5,579	- -	- -	- -	- -	65	5,644	Cowes and Newport.
- -	- -	- -	- -	- -	- -	- -	32	- -	547	579	- -	579	Croesor and Portmadoc.
													Cromford and High Peak.

y, and the receipts from 1st, 2nd, and 3rd class periodical tickets, see pages 64 and 94 respectively.

NAME OF COMPANY.	LENGTH OF LINE IN MILES open on 31st December 1875.			PASSENGER TRAFFIC.					GOODS TRAFFIC.		NUMBER OF MILES TRAVELLED BY TRAINS.		
				NUMBER OF PASSENGERS CONVEYED (exclusive of Season and Periodical Tickets).									
	Double or more.	Single.	Total.	1st Class.	2d Class.	3d Class (including Parliamentary).	Total.	Holders of Season or Periodical Tickets.	Minerals.	General Merchandise.	Passenger Trains.	Goods and Mineral Trains.	
									Tons.	*Tons.*			
Dare Valley	*Leased to the Taff Vale.*												
Denbigh, Ruthin, and Corwen	- -	19	19	6,674	11,643	154,778	173,095	- -	24,731	16,774	Mixed.		
Devon and Somerset	*Worked by the Bristol and Exeter.*												
Dowlais (Including the "Dowlais Extension.")	2	- -	2	- -	- -	- -	- -	- -	132,423	3,972	- -	10,962	
East and West Junction	3	30	33	1,107	4,252	45,341	50,700	- -	46,248	9,524	Mixed.		
East Cornwall Mineral	- -	7	7	- -	- -	- -	- -	- -	39,951	8,893	- -	17,372	
East Gloucestershire	*Worked by the Great Western.*												
East Lincolnshire	*Leased to the Great Northern.*												
East London	*Worked by the London, Brighton, and South Coast.*												
East Norfolk	*Worked by the Great Eastern.*												
Ely, Haddenham, and Sutton	*Worked by the Great Eastern.*												
Ely Valley	*Worked by the Great Western.*												
Evesham and Redditch	*Worked by the Midland.*												
Exeter and Crediton	*Leased to the London and South-Western.*												
Faringdon	*Worked by the Great Western.*												
Festiniog	- -	14	14	4,948	5,327	147,269	157,544	9	127,389	21,536	46,070	52,065	
Festiniog and Blaenau †	- -	4	4	745	1,514	48,409	50,668	9,548	3,968	4,550	Mixed.		
Forcett	- -	5	5	- -	- -	- -	- -	- -	212,404	- -	- -	- -	
Forest of Dean Central	*Worked by the Great Western.*												
Furness	67	35	102	81,014	140,583	1,439,717	1,661,314	339	3,417,270	400,568	470,437	591,596	1,6
Garstang and Knot-End ‡	- -	7	7	207	- -	23,299	23,506	- -	1,937	5,282	Mixed.		
Gorsedda Junction and Portmadoc §	- -	11	11	- -	- -	- -	- -	- -	381	324	- -	2,050	
Great Eastern (Including the "Colchester, Stour Valley, Sudbury, and Halstead," "East Norfolk," "Ely, Haddenham, and Sutton," "Hunstanton and West Norfolk," "London and Blackwall," "Lowestoft Harbour and Railway," "Mellis and Eye," "Northern and Eastern," "Saffron Walden," "Tendring Hundred," and the "Wivenhoe and Brightlingsea," and part of the "Tottenham and Hampstead Junction.")	449	406	855	2,471,476	5,262,420	26,835,908	34,569,804	77,898‖	1,822,170	2,633,249	5,480,934	3,775,614	9,2
Great Marlow	- -	3	3	7,344	10,854	63,170	81,368	11	9,049	6,552	Mixed.		
Great Northern (Including the "East Lincolnshire," "Hatfield and St. Albans." "Holme and Ramsey," †† "Horncastle," "Louth and Lincoln," "Muswell Hill Estate," "Nottingham and Grantham," "Royston and Hitchin," "Solsby and Firsby," "Stamford and Essendine," "Wainfleet and Firsby," and "Skegness Extension," and part of the "Midland and Eastern," and "Norwich and Spalding.")	466	160	626**	1,255,626	2,921,562	13,503,375	17,680,563	15,367	2,747,005	3,320,750	5,245,886	5,983,231	11,2
Great North of England, Clarence, and Hartlepool Junction.	*Leased to the North-Eastern.*												
Great Western‡‡ (Including the "Abingdon," "Bala and Dolgelly," "Berks and Hants Extension," "Bridport," "Bristol and North Somerset," "Calne," "Coleford, Monmouth, Usk, and Pontypool," "Corwen and Bala," "East Gloucestershire," "Ely Valley," "Faringdon," "Forest of Dean Central," "Kington and Eardisley," "Leominster and Kington," "Llanelly Railway and Dock," "Llangollen and Corwen," "Llynvi and Ogmore," "Marlborough," "Milford," "Monmouthshire Railway and Canal," "Much Wenlock and Severn Junction," "Nantwich and Market Drayton," "Pontypool, Caerleon, and Newport," "Ross and Monmouth," "Stratford-upon-Avon," "Vale of Llangollen," "Wellington and Drayton," "Wellington and Severn Junction," "Wenlock," and "Wenlock Extensions," "Witney," and "Worcester, Bromyard, and Leominster," and the "Birkenhead," "Clifton Extension," "Hammersmith and City," "Ludlow and Clee Hill," "Shrewsbury and Hereford," "Shrewsbury and Wellington," "Shrewsbury and Welshpool," "Tenbury," "Vale of Towy," "Victoria Station and Pimlico," "West London," "Weymouth and Portland," and "Wrexham and Minera Extension," jointly with other Companies.)	911	688	1,599	2,352,664	6,018,938	27,652,990	36,024,592	13,575	12,351,445	4,036,753	9,435,876	11,206,462	20,6
Gwendraeth Valleys	- -	3	3	- -	- -	- -	- -	- -	36,734	- -	- -	- -	
Hammersmith and City Junction	*Vested jointly in the Great Western and Metropolitan.*												
Harborne	*Worked by the London and North-Western.*												
Hatfield and St. Albans	*Worked by the Great Northern.*												
Hayling Railways	*Leased to the London, Brighton, and South Coast.*												
Hereford, Hay, and Brecon	*Leased to the Midland.*												
Hexham and Allendale	- -	12	12	432	819	32,557	33,808	- -	6,190	16,553	21,222	10,342	

* All traffic except that of General Merchandise is carried on by the Dowlais Iron Company as part of their works. † For the year ended 29th February 187
‡ Line re-opened for traffic on 24th February 1875. § Line opened for traffic on 2nd September 1875.
‖ Including 52,837 workmen's weekly tickets not issued after 30th April; daily tickets being issued instead. ¶ Including 2,770*l.* received for workmen's weekly

RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.							RECEIPTS (GROSS) FROM GOODS TRAFFIC.						NAME OF COMPANY.
RECEIPTS FROM PASSENGERS.				Excess Luggage, Parcels, Carriages, Horses, Dogs, &c.	Mails.	Total Receipts from Passenger Traffic.	Merchandise.	Live Stock.	Minerals.	Total Receipts from Goods Traffic.	Miscellaneous, Rents, Tolls, Navigation, Steamboats, &c.	Total Receipts from all Sources of Traffic.	
2d Class.	3d Class (including Parliamentary).	Holders of Season or Periodical Tickets.	Total from Passengers.										
£	£	£	£	£	£	£	£	£	£	£	£	£	
													Dare Valley.
713	5,488	- -	6,867	500	10	7,377	3,988	470	1,964	6,422	269	14,068	Denbigh, Ruthin, and Corwwen.
													Devon and Somerset.
- -	- -	- -	- -	- -	- -	- -	373	- -	- -	373	- -	373*	Dowlais.
321	1,496	- -	2,020	163	9	2,192	1,839	57	3,378	5,274	205	7,671	East and West Junction.
- -	- -	- -	- -	- -	- -	- -	720	- -	2,913	3,633	144	3,777	East Cornwall Minera
													East Gloucestershire.
													East Lincolnshire.
													East London.
													East Norfolk.
													Ely, Haddenham, and Sutton.
													Ely Valley.
													Evesham and Redditch.
													Exeter and Crediton.
													Faringdon.
348	4,569	85	5,450	- -	- -	5,450	3,881	- -	15,321	19,202	576	25,228	Festiniog.
36	686	451	1,207	- -	- -	1,207	227	- -	108	335	6	1,548	Festiniog and Blaenau.
- -	- -	- -	- -	- -	- -	- -	- -	- -	5,548	5,548	124	5,672	Forcett.
													Forest of Dean Central.
10,168	57,636	1,897	79,120	8,083	2,050	89,253	81,473	2,726	267,746	351,945	25,060	466,258	Furness.
-	511	- -	523	18	- -	541	509	- -	63	572	104	1,217	Garstang and Knot-End.
- -	- -	- -	- -	- -	- -	- -	41	- -	70	111	4	115	Gorsedda Junction and Portmadoc.
189,009	703,379	74,949¶	1,174,090	93,683	26,123	1,294,496	877,141	103,684	281,484	1,262,309	218,171	2,774,976	Great Eastern.
													Great North of England, Clarence, and Hartlepool Junction.
- -	- -	19	§§1,264	156	- -	1,420	941	26	513	1,480	66	2,966	Great Marlow.
205,333	600,654	48,692	1,089,362	142,576	17,638	1,250,076	1,072,520	49,303	553,465	1,675,288	46,778	2,972,142	Great Northern.
516,920	1,223,684	48,478	2,206,815	264,876	56,614	2,528,305	1,552,196	96,255	1,491,642	3,140,093	82,769	5,751,167	Great Western.
- -	- -	- -	- -	- -	- -	- -	- -	- -	1,083	1,083	3	1,086	Gwendraeth Valleys.
													Hammersmith and City Junction.
													Harborne.
													Hatfield and St. Albans.
													Hayling Railways.
													Hereford, Hay, and Brecon.
67	1,266	- -	1,391	101	50	1,542	2,119	74	544	2,737	21	4,300	Hexham and Allendale.

** Including 13¾ miles of single line and 18 miles of double line opened for goods traffic only.
†† This line is the property of the Great Eastern Railway Company, but is worked by the Great Northern under lease.
‡‡ For the year ended 31st January 1876. §§ Receipts from 1st, 2nd, and 3rd class passengers not distinguished.

NAME OF COMPANY.	LENGTH OF LINE IN MILES open on 31st December 1875.			PASSENGER TRAFFIC.					GOODS TRAFFIC.		NUMBER OF MILES TRAVELLED BY TRAINS.		
				NUMBER OF PASSENGERS CONVEYED (exclusive of Season and Periodical Tickets).									
	Double or more.	Single.	Total.	1st Class.	2d Class.	3d Class (including Parliamentary).	Total.	Holders of Season or Periodical Tickets.	Minerals.	General Merchandise.	Passenger Trains.	Goods and Mineral Trains.	Total.
									Tons.	*Tons.*			
Horncastle	*Worked by the Great Northern.*												
Hoylake and Birkenhead Railway and Tramway		5	5	12,290	87,947	49,320	149,557	586		2,687	43,791	110	43
Hunstanton and West Norfolk	*Worked by the Great Eastern.*												
Isle of Wight	1	11	12	92,386	383,071	82,446	557,903	647	24,919	26,749	102,943	25,482	128
Isle of Wight (Newport Junction)*		9	9	17,754	108,902	25,741	152,397	70	536	2,083	37,931	1,749	39
Keighley and Worth Valley	*Worked by the Midland.*												
Kendal and Windermere	*Leased to the London and North-Western.*												
Kettering, Thrapstone, and Huntingdon	*Worked by the Midland.*												
King's Lynn Dock†													
Kington and Eardisley	*Worked by the Great Western.*												
Lancashire and Yorkshire (Including part of the "North Union," "Preston and Wyre" and "Preston and Longridge" Joint Lines.)	417	24	441	2,331,921	2,646,404	29,775,220	34,753,545	49,870	7,855,398	4,104,367	5,588,044	5,768,967	11,357
Lancashire Union	*Worked by the London and North-Western.*												
Lancaster and Carlisle	*Leased to the London and North-Western.*												
Leominster and Kington	*Worked by the Great Western.*												
Liskeard and Caradon (Including the Liskeard and Looe Union Railway and Canal.)		17	17						42,119	1,885		17,242	17
Liskeard and Looe Union Railway and Canal	*Worked by the Liskeard and Caradon.*												
Llanelly Railway and Dock	*Worked by the Great Western.*												
Llangollen and Corwen	*Leased to the Great Western.*												
Llantrissant and Taff Vale Junction	*Leased to the Taff Vale.*												
Llynvi and Ogmore	*Worked by the Great Western.*												
London and Blackwall	*Leased to the Great Eastern.*												
London and Greenwich	*Leased to the South-Eastern.*												
London and North-Western (Including the "Buckinghamshire," "Chester and Holyhead and Branches," "Cromford and High Peak," "Harborne," "Kendal and Windermere," "Lancashire Union," "Lancaster and Carlisle," "Mold and Denbigh Junction," "Newport Pagnell"§ (to 30th June 1875), "Shropshire Union," "Watford and Rickmansworth," and "Wolverhampton and Walsall,"§ to 30th June 1875, and half of the "Ashby and Nuneaton," "Birkenhead and Branches," "Ludlow and Clee Hill," "Preston and Longridge," "Shrewsbury and Hereford," "Shrewsbury and Wellington," "Shrewsbury and Welshpool," "Tenbury," and "Vale of Towy," and part of the "North Union," "Preston and Wyre," "West London," and "West London Extension.")	1,248	356	1,604	3,347,326	7,055,069	34,426,538	44,828,933	13,003‡	26,517,376		15,029,759	16,961,612	31,991
London and South-Western (Including the "Barnstaple and Ilfracombe" (to 29th December 1875), || "Bishop's Waltham," "Exeter and Crediton," "Lymington," "Mid-Hants," "Poole and Bournemouth," "Salisbury and Dorset," "Salisbury and Yeovil," "Salisbury Railway and Market House," "Seaton and Beer," "Sidmouth," "Staines, Wokingham, and Woking," "Stokes Bay Railway and Pier" (to 16th June 1875),** and half of the "Weymouth and Portland," and part of the "West London Extension.")	418	267	685	2,882,454	4,897,454	13,218,402	20,998,310	6,552	1,053,800	1,168,392	5,715,428	2,230,701	7,946
London, Brighton, and South Coast (Including the "East London" and "Hayling Railways," and part of the "Victoria Station and Pimlico" and "West London Extension.")	254	91	345	2,335,005	2,801,903	20,274,878	25,411,786	11,719	1,004,437	682,437	4,768,145	1,060,633	5,828
London, Chatham, and Dover (Including the "Crystal Palace and South London Junction"§§ (to 30th June 1875), "Mid-Kent (Bromley to St. Mary's Cray)," "Sevenoaks, Maidstone, and Tunbridge," and part of the "Victoria Station and Pimlico.")	133	24	157	2,004,782	2,306,696	16,322,122	20,633,600	†† 55,241	1,001,576	465,464	2,422,945	394,339	2,817
Londonderry (Seaham to Sunderland) (Private Property.)	6	1	7	11,686	30,101	304,768	346,555	28	1,012,689	32,147	32,772	176,578	209
London, Tilbury, and Southend	41	4	45	258,174	744,797	1,080,105	2,083,076	756	29,136	46,211	308,477	91,493	399
Longton, Adderley Green, and Bucknall	*Worked by the North Staffordshire.*												
Lostwithiel and Fowey		5	5						8,979				
Louth and Lincoln (open for goods traffic only)	*Worked by the Great Northern.*												
Lowestoft Railway and Harbour	*Leased to the Great Eastern.*												
Ludlow and Clee Hill	*Worked by the London and North-Western and Great Western jointly.*												
Lymington	*Worked by the London and South-Western.*												
Macclesfield Committee	11		11	8,129	14,340	290,290	312,759	42	88,878	81,954	49,223	39,403	88
Manchester and Milford		42	42	2,363	5,254	116,811	124,428	1	35,248	15,150	Mixed.		14

* For 11 months ended 31st December, 1875.
† The short tramway belonging to the Company is used only for the transit of goods between the Great Eastern Railway and the Docks. No returns can be given.
‡ Including 3,408 workmen's weekly tickets issued by the late Newport Pagnell Company. § Amalgamated with the London and North-Western from 1st July

RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.							RECEIPTS (GROSS) FROM GOODS TRAFFIC.						
RECEIPTS FROM PASSENGERS.													
2d Class.	3d Class (including Parliamentary).	Holders of Season or Periodical Tickets.	Total from Passengers.	Excess Luggage, Parcels, Carriages, Horses, Dogs, &c.	Mails.	Total Receipts from Passenger Traffic.	Merchandise.	Live Stock.	Minerals.	Total Receipts from Goods Traffic.	Miscellaneous, Rents, Tolls, Navigation, Steamboats, &c.	Total Receipts from all Sources of Traffic.	NAME OF COMPANY.
£	£	£	£	£	£	£	£	£	£	£	£	£	
													Horncastle.
3,250	1,492	600	5,978	223	- -	6,201	134	- -	- -	134	47	6,382	Hoylake and Birkenhead Railway and Tramway.
													Hunstanton and West Norfolk.
15,998	2,624	495	25,572	1,090	46	26,708	2,637	- -	1,651	4,288	1,017	32,013	Isle of Wight.
4,021	603	116	5,613	97	- -	5,710	176	- -	40	216	132	6,058	Isle of Wight (Newport Junction).
													Keighley and Worth Valley.
													Kendal and Windermere.
													Kettering, Thrapstone, and Huntingdon.
- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	King's Lynn Dock.
													Kington and Eardisley.
135,587	902,518	84,736	1,393,810	109,843	8,245	1,426,898	1,413,972	45,277	635,085	2,094,334	38,422	3,559,654	Lancashire and Yorkshire.
													Lancashire Union.
													Lancaster and Carlisle.
													Leominster and Kington.
- -	- -	- -	- -	- -	- -	- -	565	- -	9,133	9,698	20	9,718	Liskeard and Caradon.
													Liskeard and Looe Union Railway and Canal.
													Llanelly Railway and Dock.
													Llangollen and Corwen.
													Llantrissant and Taff Vale Junction.
													Llynvi and Ogmore.
													London and Blackwall.
													London and Greenwich.
551,423	1,782,225	91,034	3,158,630	431,646	145,798	3,736,074	3,218,488	214,071	1,977,216	5,409,775	120,233	9,266,082	London and North-Western.
364,493	556,614	103,660	1,360,895	127,020	22,278	¶ 1,510,639	530,971	32,933	152,747	716,651	264,609	2,491,899	London and South-Western.
251,354	525,577	124,142	1,201,944	77,786	4,700	1,284,430	277,912	10,474	126,544	414,930	78,752	1,778,112	London, Brighton, and South Coast.
87,523	320,848	‡‡ 58,675	631,349	36,349	414	668,112	119,022	5,776	84,446	209,244	140,894	1,018,250	London, Chatham, and Dover.
724	4,983	129	6,220	255	90	6,565	2,395	- -	22,032	24,427	5,787	36,779	Londonderry (Seaham to Sunderland).
21,923	24,633	2,974	62,926	2,714	184	65,824	11,883	9,951	2,787	24,621	4,409	94,854	London, Tilbury, and Southend.
													Longton, Adderley Green, and Bucknall.
- -	- -	- -	- -	- -	- -	- -	- -	- -	387	387	- -	387	Lostwithiel and Fowey.
													Louth and Lincoln (open for goods traffic only).
													Lowestoft Railway and Harbour.
													Ludlow and Clee Hill.
													Lymington.
263	4,513	73	5,110	681	- -	5,791	4,593	114	3,486	8,193	42	14,026	Macclesfield Committee.
503	7,131	5	8,016	465	250	8,731	3,744	455	3,286	7,485	405	16,621	Manchester and Milford.

amated with the London and South-Western from 30th December 1875.
gamated with the London and South Western from 17th June 1875.
ding 2,483*l.* received for workmen's weekly tickets.

¶ Including 446*l.* excess fares, not classified.
†† Including 26,715 workmen's weekly tickets.
§§ Amalgamated with the London, Chatham, and Dover from 1st July 1875.

NAME OF COMPANY.	LENGTH OF LINE IN MILES open on 31st December 1875.			PASSENGER TRAFFIC. NUMBER OF PASSENGERS CONVEYED (exclusive of Season and Periodical Tickets).					GOODS TRAFFIC.		NUMBER OF MILES TRAVELLED BY TRAINS.		
	Double or more.	Single.	Total.	1st Class.	2d Class.	3d Class (including Parliamentary).	Total.	Holders of Season or Periodical Tickets.	Minerals.	General Merchandise.	Passenger Trains.	Goods and Mineral Trains.	
									Tons.	*Tons.*			
Manchester, Sheffield, and Lincolnshire	227	33	260*	417,281	635,522	9,320,692	10,373,495	15,136†	4,640,699	4,031,327	1,825,686	3,444,034	5,2
Manchester, South Junction, and Altrincham	9	- -	9	539,099	231,500	2,511,486	3,282,085	5,712	804,131	397,768	154,039	11,248	1
Marlborough	*Worked by the Great Western.*												
Maryport and Carlisle	28	11	39	17,178	29,844	392,709	439,731	1,727	894,386	190,111	110,671	287,432	3
Mawddwy	- -	7	7	643	1,013	37,639	39,295	4	5,612	2,155	Mixed.		
Mellis and Eye	*Worked by the Great Eastern.*												
Merrybent and Darlington §	- -	6	6	- -	- -	- -	- -	- -	- -	- -	- -	- -	-
Methley Joint Railway	6	- -	6	7,334	12,279	290,267	309,880	28	116,712	166,928	- -	- -	-
Metropolitan (Including the "Metropolitan and St. John's Wood," and half the "Hammersmith and City.")	11	2	13	4,135,820	6,913,189	32,565,044	43,614,053	32,941	976,484	307,386	847,696	- -	8
Metropolitan and St. John's Wood	*Worked by the Metropolitan.*												
Metropolitan District	8	- -	8	2,806,746	4,398,240	18,651,165	25,856,151	7,291	- -	- -	899,008	- -	8
Mid-Hants	*Worked by the London and South-Western.*												
Mid-Kent (Bromley to St. Mary's Cray)	*Leased to the London, Chatham, and Dover.*												
Midland (Including the "Barnoldswick," "Bedford and Northampton," "Evesham and Redditch," "Hereford, Hay, and Brecon," "Keighley and Worth Valley," "Kettering, Thrapstone, and Huntingdon," "Manchester, Buxton, Matlock, and Midland Junction," "Peterborough, Wisbeach, and Sutton," "Stonehouse and Nailsworth," "Swansea Vale," "Tewkesbury and Malvern," the "Furness and Midland," Joint Line, and half the "Ashby and Nuneaton," "Clifton Extension," "Great Western and Midland," from Malvern Wells to Malvern Link, "Midland and Eastern," "Norwich and Spalding," "Otley and Ilkley," and "Tottenham and Hampstead Junction.")	841	298	1,139	2,828,198	- -	24,936,099	27,764,297	28,211	11,507,972	8,647,838	7,855,520	14,659,714	22,5
Midland and Eastern	*Worked by the Great Northern and Midland.*												
Mid-Wales	- -	48	48	7,597	14,861	235,679	258,137	11	67,227	39,095	134,998	95,728	2
Milford	*Worked by the Great Western.*												
Minehead	*Worked by the Bristol and Exeter.*												
Mold and Denbigh Junction	*Worked by the London and North-Western.*												
Monmouthshire Railway and Canal	*Worked by the Great Western.*												
Much Wenlock and Severn Junction	*Worked by the Great Western.*												
Muswell Hill Estate	*Worked by the Great Northern.*												
Nantwich and Market Drayton	*Worked by the Great Western.*												
Neath and Brecon	- -	40	40	5,808	8,259	243,276	257,343	- -	227,729	31,957	122,848	49,993	1
Newquay and Cornwall Junction	*Leased to the Cornwall Minerals.*												
Northampton and Banbury Junction	- -	15	15	3,306	9,725	95,122	108,153	1	82,793	29,530	37,032	15,016	6
North and South Western Junction	4	1	5	10,398	89,553	29,869	129,820	34	- -	- -	- -	- -	-
North-Eastern (Including the "Great North of England, Clarence, and Hartlepool," and "Tees Valley," and part of the "Otley and Ilkley" Joint Line.)	904	502	1,406	1,314,947	2,085,801	26,214,925	29,615,673	14,444	26,403,067	7,942,807	7,500,115	14,173,589	21,6
Northern and Eastern	*Leased to the Great Eastern.*												
North London	12	- -	12	2,084,360	6,167,346	12,625,794	20,877,500	70,821	671,173	1,121,454	1,579,852	208,889	1,7
North Staffordshire (Including the Longton, Adderley Green, and "Bucknall" from 1st October, 1875.)	155	45	200	149,880	298,479	4,509,388	4,957,747	20,302**	2,357,340	742,134	854,436	830,700	1,6
North Union	*Leased to the London and North-Western and Lancashire and Yorkshire.*												
Norwich and Spalding	*Worked by the Great Northern and Midland.*												
Nottingham and Grantham Railway and Canal	*Leased to the Great Northern.*												
Oldham, Ashton-under-Lyne, and Guide Bridge Junction.	6	- -	6	32,818	58,909	738,822	830,549	23,030	98,430	81,398	98,882	16,995	1
Pembroke and Tenby	- -	29	29	11,815	35,761	185,898	233,474	105	71,304	18,590	69,058	46,832	1
Penarth Harbour, Dock, and Railway	*Leased to the Taff Vale.*												
Peterborough, Wisbeach, and Sutton	*Worked by the Midland.*												
Pontypool, Caerleon, and Newport	*Worked by the Great Western.*												

* In addition to the 260 miles above given, the Manchester, Sheffield, and Lincolnshire Company ar

† Including 12,022 workmen's weekly tickets. ‡ Including 1,065*l.* received for workmen's weekly tickets.

¶ Including 14,612 miles travelled by mixed trains.

RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.							RECEIPTS (GROSS) FROM GOODS TRAFFIC.						NAME OF COMPANY.
RECEIPTS FROM PASSENGERS.				Excess Luggage, Parcels, Carriages, Horses, Dogs, &c.	Mails.	Total Receipts from Passenger Traffic.	Merchandise.	Live Stock.	Minerals.	Total Receipts from Goods Traffic.	Miscellaneous, Rents, Tolls, Navigation, Steamboats, &c.	Total Receipts from all Sources of Traffic.	
2d Class.	3d Class (including Parliamentary).	Holders of Season or Periodical Tickets.	Total from Passengers.										
£	£	£	£	£	£	£	£	£	£	£	£	£	
38,622	275,343	13,192‡	369,953	66,365	2,702	439,020	714,200	18,104	384,125	1,116,429	228,288	1,783,737	Manchester, Sheffield, and Lincolnshire.
4,994	40,286	18,533	79,005	4,741	60	83,806	13,402	663	9,584	23,649	2,477	109,932	Manchester, South Junction, and Altrincham.
													Marlborough.
2,687	18,331	735	24,234	2,131	985	27,350	24,420	1,324	77,739	103,483	1,953	132,786	Maryport and Carlisle.
33	713	7	786	68	25	879	305	4	563	872	54	1,805	Mawddwy.
													Mellis and Eye.
- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	Merrybent and Darlington.
153	1,724	34	2,015	56	- -	2,071	2,865	2	2,856	5,723	129	7,923	Methley Joint Railway.
92,156	270,300	26,581	465,792	730	- -	466,522	12,360	215	12,448	25,023	35,107	526,652‖	Metropolitan.
													Metropolitan and St. John's Wood.
49,854	147,239	15,036	260,353	- -	- -	260,353	- -	- -	- -	- -	12,568	272,921	Metropolitan District.
													Mid-Hants.
													Mid-Kent (Bromley to St. Mary's Cray).
- -	1,130,458	56,602	1,567,083	212,883	48,323	1,828,239	2,377,708	66,258	1,663,836	4,107,802	59,581	5,995,622	Midland.
													Midland and Eastern.
932	10,197	67	12,393	832	847	14,072	8,160	696	7,371	16,227	5,983	36,282	Mid-Wales.
													Milford.
													Minehead.
													Mold and Denbigh Junction.
													Monmouthshire Railway and Canal.
													Much Wenlock and Severn Junction.
													Muswell Hill Estate.
													Nantwich and Market Drayton.
606	6,085	- -	7,269	398	150	7,817	3,339	194	13,658	17,191	383	25,391	Neath and Brecon.
													Newquay and Cornwall Junction.
418	2,368	22	3,038	212	20	3,270	3,133	381	2,517	6,031	151	9,452	Northampton and Banbury Junction.
568	113	12	787	12	- -	799	- -	- -	- -	- -	695	1,494	North and South Western Junction.
180,262	1,098,102	51,724	1,567,261	196,548	44,894	1,808,703	2,098,992	94,436	2,452,307	4,645 735	153,323	6,607,761	North-Eastern.
													Northern and Eastern.
60,462	120,741	28,470	243,412	942	- -	244,354	88,577	8,396	30,062	127,035	18,052	389,441	North London.
15,445	116,662	5,226††	154,192	13,269	1,500	168,961	151,836	3,577	203,334	358,747	115,244	642,952	North Staffordshire.
													North Union.
													Norwich and Spalding.
													Nottingham and Grantham Railway and Canal.
856	8,906	2,149	12,658	456	20	13,134	7,185	93	2,975	10,253	167	23,554	Oldham, Ashton-under-Lyne, and Guide Bridge Junction.
2,462	7,802	109	11,908	1,240	330	13,478	4,948	407	6,091	11,446	440	25,364	Pembroke and Tenby.
													Penarth Harbour, Dock, and Railway.
													Peterborough, Wisbeach, and Sutton.
													Pontypool, Caerleon, and Newport.

rs of 88 miles and one-third owners of 103 miles, the Returns for which lines are given separately.

§ See note on page 21.

‖ The Company received, in addition to the above, 47,277*l.* net receipts from rents of houses, &c.

** Including 19,584 workmen's weekly tickets.

†† Including 1,569*l.* received for workmen's weekly tickets.

NAME OF COMPANY.	LENGTH OF LINE IN MILES open on 31st December 1875.			PASSENGER TRAFFIC. NUMBER OF PASSENGERS CONVEYED (exclusive of Season and Periodical Tickets).					GOODS TRAFFIC.		NUMBER OF MILES TRAVELLED BY TRAINS.		
	Double or more.	Single.	TOTAL.	1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL.	Holders of Season or Periodical Tickets.	Minerals.	General Merchandise.	Passenger Trains.	Goods and Mineral Trains.	TOTAL.
									Tons.	*Tons.*			
Poole and Bournemouth	*Leased to the London and South-Western.*												
Potteries, Shrewsbury, and North Wales	- -	28	28	4,034	343	70,320	74,697	1	121,393	4,919	50,862	45,572	96,4
Preston and Wyre	*Leased to the Lancashire and Yorkshire, and London and North-Western.*												
Ravenglass and Eskdale*	- -	7	7	- -	- -	- -	- -	- -	6,378	387	- -	6,355	6,3
Redruth and Chasewater	- -	10	10	- -	- -	- -	- -	- -	35,236	2,703	- -	10,321	10,3
Rhymney	15	21	36	9,136	29,636	427,403	466,175	29	1,825,421	115,028	78,825	520,737	599,5
Ross and Monmouth	*Worked by the Great Western.*												
Royston and Hitchin	*Leased to the Great Northern.*												
Saffron Walden	*Worked by the Great Eastern.*												
St. Austell and Pentewan Railway, Harbour, and Dock.	- -	3	3	- -	- -	- -	- -	- -	20,299	- -	- -	3,594	3,5
Salisbury and Dorset Junction	*Worked by the London and South-Western.*												
Salisbury and Yeovil	*Leased to the London and South-Western.*												
Salisbury Railway and Market House	*Worked by the London and South-Western.*												
Saundersfoot Railway and Harbour	- -	7	7	- -	- -	- -	- -	- -	35,033	- -	- -	- -	-
Scotswood, Newburn, and Wylam Railway and Dock†	3	- -	3	613	959	32,777	34,349	- -	16,229	3,900	7,485	1,397	8,8
Seaton and Beer	*Worked by the London and South-Western.*												
Sevenoaks, Maidstone, and Tunbridge	*Worked by the London, Chatham, and Dover.*												
Severn and Wye Railway and Canal‡	3	30	33	64	100	1,638	1,802	- -	382,050	109,974	595	51,927	52,5
Sheffield and Midland Committee	20	- -	20	136,840	56,709	1,887,452	2,081,001	1,760	767,161	723,656	187,405	153,327	340,7
Shrewsbury and Hereford	*Leased to the Great Western and London and North-Western.*												
Shropshire Union Railways and Canal	*Leased to the London and North-Western.*												
Sidmouth	*Worked by the London and South-Western.*												
Sirhowy	5	11	16	2,529	13,743	210,047	226,319	7	416,610	51,111	62,913	85,094	148,0
Somerset and Dorset§	- -	92	92	27,175	88,295	349,416	464,886	39	130,822	102,131	Mixed.		543,5
South Devon (Including the "Buckfastleigh, Totnes, and South Devon.")	38	84	122	148,591	576,102	1,596,871	2,321,564	639	169,648	329,215	643,479	248,039	891,5
Plymouth Great Western Docks (see note on p. 28).	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	-
South-Eastern (Including the "London and Greenwich.")	318	13	331	2,213,340	2,860,155	18,291,367	23,364,862	25,397	504,458	799,029	3,821,423	882,294	4,703,7
South Wales Mineral	- -	13	13	- -	- -	- -	- -	- -	160,528	7,103	No account kept.		
Spilsby and Firsby	*Worked by the Great Northern.*												
Stafford and Uttoxeter	- -	13	13	5,311	8,240	62,114	75,665	2	5,235	3,752	40,430	540	40,9
Staines, Wokingham, and Woking	*Leased to the London and South-Western.*												
Stamford and Essendine	*Worked by the Great Northern.*												
Stonehouse and Nailsworth	*Worked by the Midland.*												
Stratford-upon-Avon	*Worked by the Great Western.*												
Swansea Vale	*Leased to the Midland.*												
Taff Vale (Including the "Aberdare," "Cowbridge,"‖ "Dare Valley," "Llantrissant and Taff Vale Junction," and "Penarth Harbour, Dock, and Railway.")	56	20	76	23,952	77,920	1,156,958	1,258,830	¶ 2,164	4,036,426	270,964	156,778	803,907	960,6
Talyllyn‡	- -	7	7	- -	312	19,073	19,385	- -	7,463	- -	Mixed.		9,9
Tees Valley	*Worked by the North-Eastern.*												
Tenbury	*Worked by the Great Western and London and North-Western.*												
Tendring Hundred	*Worked by the Great Eastern.*												
Tewkesbury and Malvern	*Worked by the Midland.*												
Thetford and Watton (Including the "Watton and Swaffham,"†† from the 20th September 1875.)	- -	19	19	1,702	2,292	20,038	24,032	- -	5,941	7,988	Mixed.		34,7
Torbay and Brixham	- -	2	2	1,720	19,398	53,482	74,600	6	1,288	6,124	13,463	176	13,6
Tottenham and Hampstead Junction	*Worked by the Great Eastern and Midland.*												
Trent, Ancholme, and Grimsby	13	1	14	4,633	5,495	119,206	129,334	250	67,813	858,768	32,187	106,793	138,9
Vale of Llangollen	*Worked by the Great Western.*												
Vale of Towy	*Leased to the Llanelly and London and North-Western.*												
Van	- -	7	7	- -	19	3,653	3,672	- -	7,519	8,790	Mixed.		6,9
Victoria Station and Pimlico	*Used by the Great Western, London and North-Western, London, Brighton, and South Coast, and London, Chatham, and Dover.*												

* Line opened for traffic on 24th May 1875.

† Returns are for the six months ended 31st December 1875; line opened for traffic in July.

§ For 10 months ended 31st October 1875, from which date the line was leased to and worked by the London and South-Western

‖ Including traffic return of the Cowbridge for the month of December, but not the length of that line open for traffic on 31st December.

†† The line was opened for goods traffic on 20th September, and for passenger traffic on 20th November 1875.

RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.							RECEIPTS (GROSS) FROM GOODS TRAFFIC.				MISCELLANEOUS, RENTS, TOLLS, NAVIGATION, STEAMBOATS, &c.	TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.	NAME OF COMPANY.
RECEIPTS FROM PASSENGERS.				EXCESS LUGGAGE, PARCELS, CARRIAGES, HORSES, DOGS, &c.	MAILS.	TOTAL RECEIPTS FROM PASSENGER TRAFFIC.	MERCHANDISE.	LIVE STOCK.	MINERALS.	TOTAL RECEIPTS FROM GOODS TRAFFIC.			
2d CLASS.	3d CLASS (including Parliamentary).	HOLDERS OF SEASON OR PERIODICAL TICKETS.	TOTAL FROM PASSENGERS.										
£	£	£	£	£	£	£	£	£	£	£	£	£	
													Poole and Bournemouth.
30	1,973	8	2,320	102	- -	2,422	1,038	184	6,966	8,188	461	11,071	Potteries, Shrewsbury, and North Wales.
													Preston and Wyre.
- -	- -	- -	- -	- -	- -	- -	64	- -	862	926	85	1,011	Ravenglass and Eskdale.
- -	- -	- -	- -	- -	- -	- -	220	- -	3,548	3,768	- -	3,768	Redruth and Chasewater.
1,436	8,714	97	10,893	776	64	11,733	17,265	94	66,085	83,444	1,762	96,939	Rhymney.
													Ross and Monmouth.
													Royston and Hitchin.
													Saffron Walden.
- -	- -	- -	- -	- -	- -	- -	- -	- -	1,510	1,510	119	1,629	St. Austell and Pentewan Railway, Harbour, and Dock.
													Salisbury and Dorset Junction.
													Salisbury and Yeovil.
													Salisbury Railway and Market House.
- -	- -	- -	- -	- -	- -	- -	- -	- -	445	445	- -	445	Saundersfoot Railway and Harbour.
18	390	- -	426	9	- -	435	133	- -	344	477	1	913	Scotswood, Newburn, and Wylam Railway and Dock.
													Seaton and Beer.
													Sevenoaks, Maidstone, and Tunbridge.
4	36	- -	44	- -	- -	44	6,150	- -	19,512	25,662	5,180	30,886	Severn and Wye Railway and Canal.
1,603	24,984	1,113	32,202	2,374	50	34,626	17,414	514	12,010	29,938	975	65,539	Sheffield and Midland Committee.
													Shrewsbury and Hereford.
													Shropshire Union Railways and Canal.
													Sidmouth.
631	4,085	36	4,903	270	10	5,183	2,482	83	20,714	23,279	259	28,721	Sirhowy.
5,983	14,606	175	25,298	1,962	108	27,368	21,370	1,011	16,486	38,867	5,570	71,805	Somerset and Dorset.
53,977	80,363	3,586	177,154	23,492	10,434	211,080	75,332	2,298	17,907	95,537	3,882	310,499	South Devon.
- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	25,914	25,914	Plymouth Great Western Docks (see note on p. 28).
211,913	566,361	124,108	1,252,843	94,716	27,224	1,374,783	332,712	12,008	73,151	417,871	152,784	1,945,438	South-Eastern.
- -	- -	- -	- -	- -	- -	- -	1,147	- -	7,863	9,010	- -	9,010	South Wales Mineral.
													Spilsby and Firsby.
373	2,067	10	2,789	138	- -	2,907	627	317	138	1,082	44	4,033	Stafford and Uttoxeter.
													Staines, Wokingham, and Woking.
													Stamford and Essendine.
													Stonehouse and Nailsworth.
													Stratford-upon-Avon.
													Swansea Vale.
5,627	49,319	**1,950	59,649	3,135	1,400	64,184	51,652	500	292,082	344,234	50,114	458,532	Taff Vale.
15	366	- -	381	133	10	524	- -	- -	1,236	1,236	143	1,903	Talyllyn.
													Tees Valley.
													Tenbury.
													Tendring Hundred.
													Tewkesbury and Malvern.
120	678	- -	953	220	- -	1,173	1,011	71	465	1,547	684	3,404	Thetford and Watton.
300	619	15	972	85	44	1,101	495	- -	32	527	13	1,641	Torbay and Brixham.
													Tottenham and Hampstead Junction.
287	2,656	60	3,329	322	- -	3,651	6,181	385	28,921	35,487	7	39,145	Trent, Ancholme, and Grimsby
													Vale of Llangollen.
													Vale of Towy.
1	71	- -	72	- -	- -	72	1,116	- -	821	1,937	17	2,026	Van.
													Victoria Station and Pimlico,

‡ For the year ended 30th September 1875.

Midland Companies jointly; but the length of line open for traffic is not included in the returns of those Companies.

including 1,228 workmen's weekly tickets. ** Including 10*l.* for workmen's weekly tickets.

NAME OF COMPANY.	LENGTH OF LINE IN MILES open on 31st December 1875.			PASSENGER TRAFFIC.					GOODS TRAFFIC.		NUMBER OF MILES TRAVELLED BY TRAINS.		
				NUMBER OF PASSENGERS CONVEYED (exclusive of Season and Periodical Tickets).									
	Double or more.	Single.	TOTAL.	1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL.	Holders of Season or Periodical Tickets.	Minerals.	General Merchandise.	Passenger Trains.	Goods and Mineral Trains.	TOTAL.
									Tons.	*Tons.*			
Wainfleet and Firsby	*Worked by the Great Northern.*												
Watford and Rickmansworth	*Worked by the London and North-Western.*												
Watlington and Princes Risborough	- -	8	8	1,407	5,662	16,540	23,609	- -	4,517	3,476	Mixed.		16,9
Watton and Swaffham	*Worked by the Thetford and Watton.*												
Wellington and Drayton	*Worked by the Great Western.*												
Wellington and Severn Junction	*Leased to the Great Western.*												
Wenlock	*Worked by the Great Western.*												
West Cornwall Committee	- -	33	33	17,716	114,283	290,196	422,195	52	109,574	75,608	99,262	61,948	161,2
West London	*Leased to the Great Western and London and North-Western.*												
West London Extension	*Line worked by the Great Western, London and North-Western, London and South-Western, and London, Bright*												
West Riding and Grimsby	26 - -		26	50,380	152,908	360,744	564,032	109	72,466	532,265	177,292	209,998	387,2
West Somerset	*Leased to the Bristol and Exeter.*												
West Somerset Mineral	- -	12†	12†	200	12,098	6,110	18,408	- -	47,231	3,798	16,300	23,000	39,3
Weymouth and Portland	*Worked by the Great Western and London and South-Western.*												
Whitehaven, Cleator, and Egremont (Including the Cleator and Furness Joint Line.)	16	11	27	10,630	22,368	284,026	317,024	248	1,315,375	36,479	76,228	181,023	257,2
Whitland and Taff Vale	- -	16	16	446	949	17,085	18,480	- -	12,682	2,117	Mixed.		30,4
Witney	*Worked by the Great Western.*												
Wivenhoe and Brightlingsea	*Worked by the Great Eastern.*												
Worcester, Bromyard, and Leominster	*Worked by the Great Western.*												
Wrexham, Mold, and Connah's Quay (Including the Buckley.)	- -	16	16	2,302	11,758	165,625	179,685	- -	254,297	37,174	21,261	46,956	68,2
‡TOTAL ENGLAND AND WALES	7,329	4,460	11,789	37,136,435	63,036,442	350,859,764	451,032,641	508,854	95,661,394 and 26,517,376 tons unclassified.	46,796,973	85,513,064	87,881,918	§174,531,

* Receipts from minerals included with those from merchandise.
‖ Including 1,245*l.* receipts from passengers not classified.
† Of this length 5 miles are open for goods and mineral traffic only.
¶ Including 446*l.* receipts from excess fares not classified.

TABLE No. 2A.

The following Companies have, in addition, given the Number of Miles of Single, Double, Treble, and Quadruple or more Lin of Rails belonging to or worked by them.

NAME OF COMPANY.	LENGTH OF LINE IN MILES OPEN ON 31ST DECEMBER 1875.				
	Single Lines.	Double Lines.	Three Lines.	Four Lines or more.	TOTAL.
CHESHIRE LINES COMMITTEE	18	83	2	—	103
GREAT EASTERN	406	444	3	2	855
GREAT NORTHERN	160	439	16	11	626
LONDON AND NORTH-WESTERN	356	1,163	47	38	1,604
LONDON AND SOUTH-WESTERN	267	411	2	5	685
LONDON, BRIGHTON, AND SOUTH COAST	91	236	8	10	345
LONDON, CHATHAM, AND DOVER	24	126	1	6	157
MANCHESTER, SHEFFIELD, AND LINCOLNSHIRE	33	207	8	12	260
MIDLAND	298	786	13	42	1,139
NORTH LONDON	—	7	1	4	12
SOUTH-EASTERN	13	312	3	3	331
TAFF VALE	20	42	13	1	76

RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.							RECEIPTS (GROSS) FROM GOODS TRAFFIC.						NAME OF COMPANY.
RECEIPTS FROM PASSENGERS.													
2d Class.	3rd Class.	Holders of Season or Periodical Tickets.	Total from Passengers.	Excess Luggage, Parcels, Carriages, Horses, Dogs, &c.	Mails.	Total Receipts from Passenger Traffic.	Merchandise.	Live Stock.	Minerals.	Total Receipts from Goods Traffic.	Miscellaneous, Rents, Tolls, Navigation, Steamboats, &c.	Total Receipts from all Sources of Traffic.	
£	£	£	£	£	£	£	£	£	£	£	£	£	
													Wainfleet and Firsby.
													Watford and Richmansworth.
153	536	- -	816	138	- -	954	983*	- -	*	983	47	1,984	Watlington and Princes Risborough.
													Watton and Swaffham.
													Wellington and Drayton.
													Wellington and Severn Junction.
													Wenlock.
6,451	10,792	408	20,087	4,310	1,750	26,147	12,676	307	9,067	22,050	535	48,732	West Cornwall Committee.
													West London.
th Coast Railway Companies.													*West London Extension.*
4,895	13,750	548	30,369	2,696	307	33,372	42,818	2,927	4,516	50,261	53	83,686	West Riding and Grimsby.
													West Somerset.
243	81	- -	330	26	- -	356	526	- -	6,475	7,001	- -	7,357	West Somerset Mineral.
													Weymouth and Portland.
574	5,936	488	7,420	441	85	7,946	4,809	181	76,988	81,978	1,036	90,960	Whitehaven, Cleator, & Egremont.
86	701	- -	849	58	196	1,103	748	- -	2,117	2,865	182	4,150	Whitland and Taff Vale.
													Witney.
													Wivenhoe and Brightlingsea.
													Worcester, Bromyard, and Leominster.
301	3,101	- -	3,498	226	- -	3,724	5,408	63	11,020	16,491	151	20,366	Wrexham, Mold, and Connah's Quay.
3,293,358	11,081,676	1,004,665	19,363,571 ‖	2,008,543	452,068	21,824,628 ¶	15,755,700	814,882	11,376,709	27,947,291	1,954,497	51,726,416	TOTAL ENGLAND AND WALES.‡

‡ Exclusive of Cowbridge for 11 months (see note p. 7).

Including 1,136,975 miles travelled by mixed trains.

No. 2.—Traffic, &

NAME OF COMPANY.	LENGTH OF LINE IN MILES open on 31st January 1876.			PASSENGER TRAFFIC.					GOODS TRAFFIC.		NUMBER OF MILES TRAVELLED BY TRAINS.		
				NUMBER OF PASSENGERS CONVEYED (exclusive of Season and Periodical Tickets).									
	Double or more.	Single.	TOTAL.	1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL.	Holders of Season or Periodical Tickets.	Minerals.	General Merchandise.	Passenger Trains.	Goods and Mineral Trains.	TOTAL.
									Tons.	*Tons.*			
Aboyne and Braemar	*Worked by the Great North of Scotland.*												
Arbroath and Forfar	*Leased to the Caledonian.*												
Ayr and Maybole	*Leased to the Glasgow and South-Western.*												
Berwickshire	*Worked by the North British.*												
Blane Valley	*Worked by the North British.*												
Busby	*Worked by the Caledonian.*												
Caledonian (Including the "Arbroath and Forfar," "Busby," "Callander and Oban," "Dundee and Newtyle," "Greenock and Wemyss Bay," "Montrose and Bervie," "Portpatrick," "Solway Junction," and half the "Glasgow and Kilmarnock," "Glasgow and Paisley," and "Glasgow, Barrhead, and Neilston" joint lines.)	443	383	826	1,544,394	1,340,216	10,879,596	13,764,206	29,774*	9,815,331	2,563,258	4,120,934	6,568,756	10,689
Callander and Oban	*Worked by the Caledonian.*												
Carlisle and Silloth Bay	*Leased to the North British.*												
City of Glasgow Union	6	-	6	328,967	205,337	1,293,679	1,827,983	1,359	198,988	124,618	-	-	-
Deeside	*Leased to the Great North of Scotland.*												
Deeside Extension													
Dingwall and Skye	*Worked by the Highland.*												
Duke of Sutherland's	*Worked by the Highland.*												
Dundee and Newtyle	*Leased to the Caledonian.*												
Edinburgh and Bathgate	*Leased to the North British.*												
Edinburgh, Loanhead, and Roslin	*Worked by the North British.*												
Findhorn	Line closed since 30th January 1869.												
Forth and Clyde Junction	*Leased to the North British.*												
Glasgow and South-Western (Including the "Ayr and Maybole," "Kilmarnock and Troon," and half the "Glasgow, Barrhead, and Neilston," "Glasgow and Kilmarnock," and "Glasgow and Paisley" joint lines.)	216	99	315	659,147	498,674	4,560,229	5,718,050	15,578	3,816,911	695,545	1,450,609	2,431,662	3,882
Glasgow, Barrhead, and Neilston Direct	*Leased to the Caledonian and Glasgow and South-Western.*												
Great North of Scotland (Including the "Aboyne and Braemar," "Deeside and Deeside Extension," and "Morayshire.")	7	279	286	241,091	-	1,659,488	1,900,579	7,928	258,463	354,648	543,807	463,816	1,007
Greenock and Wemyss Bay	*Worked by the Caledonian.*												
Highland § (Including the "Dingwall and Skye," "Duke of Sutherland's," "Sutherland," and "Sutherland and Caithness.")	7	395	402	183,500	61,968	1,182,026	1,427,494	1,536	113,127	258,668	Mixed.		1,373
Kilmarnock and Troon	*Leased to the Glasgow and South-Western.*												
Leven and East of Fife	-	20	20	13,924	20,371	147,870	182,165	291	44,863	67,831	54,726	28,472	83
Montrose and Bervie	*Worked by the Caledonian.*												
Morayshire	*Worked by the Great North of Scotland.*												
North British (Including the "Berwickshire," "Blane Valley," "Carlisle and Silloth Bay," "Edinburgh and Bathgate," "Edinburgh, Loanhead, and Roslin," "Forth and Clyde Junction," "Peebles," "Penicuik," "Port Carlisle Dock and Railway," "St. Andrews," and "Whiteinch.")	381	470	851	1,677,603	1,196,041	11,309,515	14,183,159	11,194	7,179,665	2,242,271	3,641,637	4,725,081	8,366
Peebles	*Leased to the North British.*												
Penicuik	*Worked by the North British.*												
Port Carlisle Dock and Railway	*Leased to the North British.*												
Port Patrick	*Worked by the Caledonian.*												
St. Andrews	*Worked by the North British.*												
Solway Junction	*Leased to the Caledonian.*												
Sutherland	*Worked by the Highland.*												
Sutherland and Caithness	*Worked by the Highland.*												
Whiteinch	*Worked by the North British.*												
Wigtownshire¶	—	15	15	5,088	-	-	60,208	65,296	6	3,724	1,783	24,811	819	25,6
TOTAL SCOTLAND	1,060	1,661	2,721	4,653,714	3,322,607	31,092,611	39,068,932	67,666	21,431,072	6,308,622	9,836,524	14,218,606	25,427

Note.—The financial year of the Scotch Railway Companie

* Including 17,017 workmen's weekly tickets. † Including 1,505*l.* received for workmen's weekly tickets. ‡ Including 723*l.* for weekly tickets.

¶ A portion of the line was opened for traffic in April 1875, and another portion in August 1875.

TLAND, in 1875.

RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.							RECEIPTS (GROSS) FROM GOODS TRAFFIC.						NAME OF COMPANY.
RECEIPTS FROM PASSENGERS.													
2d Class.	3d Class (including Parliamentary).	Holders of Season or Periodical Tickets.	Total from Passengers.	Excess Luggage, Parcels, Carriages, Horses, Dogs, &c.	Mails.	Total Receipts from Passenger Traffic.	Merchandise.	Live Stock.	Minerals.	Total Receipts from Goods Traffic.	Miscellaneous, Rents, Tolls, Navigation, Steamboats, &c.	Total Receipts from all Sources of Traffic.	
£	£	£	£	£	£	£	£	£	£	£	£	£	
													Aboyne and Braemar.
													Arbroath and Forfar.
													Ayr and Maybole.
													Berwickshire.
													Blane Valley.
													Busby.
102,810	483,445	39,136†	806,529	87,892	54,691	949,112	826,084	70,480	961,436	1,858,000	143,974	2,951,086	Caledonian.
													Callander and Oban.
													Carlisle and Silloth Bay.
1,015	5,165	629	9,170	751	100	10,021	3,276	850	4,943	9,069	33,075	52,165	City of Glasgow Union.
													Deeside.
													Deeside Extension.
													Dingwall and Skye.
													Duke of Sutherland's.
													Dundee and Newtyle.
													Edinburgh and Bathgate.
													Edinburgh, Loanhead, and Roslin.
													Findhorn.
													Forth and Clyde Junction.
34,869	185,426	14,816	236,331	27,211	11,307	324,849	252,586	14,835	310,896	578,317	24,583	927,749	Glasgow and South-Western.
													Glasgow, Barrhead, and Neilston Direct.
- -	83,487	8,465‡	117,422	9,287	5,185	131,894	99,382	9,369	31,425	140,176	6,984	279,054	Great North of Scotland.
													Greenock and Wemyss Bay.
14,319	88,943	3,168	149,746	16,522	26,199	192,467	96,456	28,084	29,682	154,222	10,399	357,088	Highland.
													Kilmarnock and Troon.
1,264	5,560	192	8,286	1,299	200	9,785	8,034	455	3,559	12,048	949	22,782	Leven and East of Fife.
													Montrose and Bervie.
													Morayshire.
85,433	457,260	38,396	742,944	83,036	13,962	839,942	676,914	50,075	609,254	1,364,004 ‖	41,735	2,245,681	North British.
													Peebles.
													Penicuik.
													Port Carlisle Dock and Railway.
													Port Patrick.
													St. Andrews.
													Solway Junction.
													Sutherland.
													Sutherland and Caithness.
													Whiteinch.
- -	2,038	52	2,440	209	87	2,736	659	141	289	1,089	- - -	3,825	Wigtownshire.
239,710	1,311,324	104,854	2,122,868	226,207	111,731	2,460,806	1,963,391	174,289	1,951,484	4,116,925 ††	261,699	6,839,430	TOTAL SCOTLAND.

when otherwise stated, ended on 31st January 1876.
§ For the year ended 29th February 1876.
** Including 1,372,766 miles travelled by mixed trains.
‖ Including 27,761*l.* receipts from goods traffic not classified.
†† Including 27,761*l.* receipts from goods traffic not classified.

No. 2.—Traffic, &c

NAME OF COMPANY.	LENGTH OF LINE IN MILES open on 31st December 1875.			PASSENGER TRAFFIC. NUMBER OF PASSENGERS CONVEYED (exclusive of Season and Periodical Tickets).					GOODS TRAFFIC.		NUMBER OF MILES TRAVELLED BY TRAINS.		
	Double or more.	Single.	Total.	1st Class.	2d Class.	3d Class (including Parliamentary).	Total.	Holders of Season or Periodical Tickets.	Minerals.	General Merchandise.	Passenger Trains.	Goods and Mineral Trains.	Total.
									Tons.	Tons.			
Athenry and Ennis Junction	*Leased to the Waterford and Limerick.*												
Athenry and Tuam	*Leased to the Waterford and Limerick.*												
Ballymena, Cushendall, and Redbay*	-	12	12	-	-	-	-	-	37,688	908	-	14,115	14,1
Banbridge Junction	*Leased to the Northern of Ireland.*												
Banbridge, Lisburn, and Belfast	*Leased to the Ulster.*												
Belfast and County Down (Including the "Downpatrick, Dundrum, and Newcastle.")	-	55	55	71,874	151,393	455,012	678,279	1,926	57,948	67,520	182,332	79,469	261,8
Belfast and Northern Counties (Including the "Carrickfergus and Larne.")	12	139	151	140,895	244,050	1,320,027	1,704,972	2,357	181,305	265,772	494,697	257,615	752,3
Belfast Central	4	-	4	-	-	-	-	-	47,923	-	-	3,488	3,4
Belfast, Holywood, and Bangor	4	8	12	160,854	395,120	33,246	589,220	3,664	-	-	100,893	-	100,8
Carrickfergus and Larne	*Worked by the Belfast and Northern Counties.*												
Castleisland†	-	4	4	-	236	2,831	3,067	-	24	584	Mixed.		3,6
Cork and Bandon (Including the "Cork and Kinsale Junction.")	-	31	31	10,705	43,353	150,596	204,654	142	6,518	63,218	34,236	74,715‡	108,9
Cork and Kinsale Junction	*Worked by the Cork and Bandon.*												
Cork and Macroom Direct	-	24	24	8,075	17,540	116,736	142,351	119	-	29,040	Mixed.		69,6
Cork, Blackrock, and Passage§	-	6	6	79,653	133,807	280,830	494,290	1,085	-	-	60,905	-	60,9
Downpatrick, Dundrum, and Newcastle	*Worked by the Belfast and County Down.*												
Dublin and Antrim Junction	*Worked by the Ulster.*												
Dublin and Kingstown	*Leased to the Dublin, Wicklow, and Wexford.*												
Dublin and Meath	*Worked by the Midland Great Western of Ireland.*												
Dublin, Wicklow, and Wexford (Including the "Dublin and Kingstown.")	18	104	122	465,196	1,859,836	2,109,197	4,434,229	6,944	41,910	110,998	672,265	182,919	855,1
Dundalk, Newry, and Greenore	—	13	13	4,418	6,504	59,428	70,350	-	-	22,963	18,514	18,820	37,3
Enniskillen, Bundoran, and Sligo	*Worked by the Irish North-Western.*												
Fermoy and Lismore	*Worked by the Great Southern and Western of Ireland.*												
Finn Valley	-	13	13	1,865	4,876	46,511	53,252	2	1,054	12,177	Mixed.		25,9
Great Northern and Western of Ireland	*Worked by the Midland Great Western of Ireland.*												
Great Southern and Western of Ireland (Including the "Fermoy and Lismore," and the "Parsonstown and Portumna Bridge.")	195	270	465	273,523	388,594	1,556,630	2,218,747	36	86,674	553,703	1,572,592	906,488	2,479,0
Irish North-Western (Including the "Clones and Cavan Extension," "Enniskillen, Bundoran, and Sligo" (for the year ended 30th September 1875), and "Londonderry and Enniskillen.")	-	182	182	37,624	69,678	464,839	572,141	97	28,434	255,971	Mixed.		608,2
Kilkenny Junction	*Worked by the Waterford and Central Ireland.*												
Londonderry and Enniskillen	*Leased to the Irish North-Western.*												
Londonderry and Lough Swilly**	-	12	12	10,854	22,295	94,992	128,141	351	2,625	11,377	Mixed.		33,6

* Line opened for traffic 26th March 1875.

‡ By goods and mixed trains. § For the year ended 31st October 1875. ‖ Receipts from carriage of live stock included with those from merchandise.

LAND, in 1875.

RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.							RECEIPTS (GROSS) FROM GOODS TRAFFIC.				MISCELLANEOUS, RENTS, TOLLS, NAVIGATION, STEAMBOATS, &c.	TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.	NAME OF COMPANY.
RECEIPTS FROM PASSENGERS.													
2d Class.	3d Class (including Parliamentary).	Holders of Season or Periodical Tickets.	TOTAL from Passengers.	Excess Luggage, Parcels, Carriages, Horses, Dogs, &c.	Mails.	TOTAL Receipts from Passenger Traffic.	Merchandise.	Live Stock.	Minerals.	TOTAL Receipts from Goods Traffic.			
£	£	£	£	£	£	£	£	£	£	£	£	£	
													Athenry and Ennis Junction.
													Athenry and Tuam.
- -	- -	- -	- -	- -	- -	- -	155	- -	4,527	4,682	366	5,043	Ballymena, Cushendall, and Redbay
													Banbridge Junction.
													Banbridge, Lisburn, and Belfast
7,664	17,142	1,959	32,832	1,839	350	35,021	13,621	1,507	3,624	18,752	405	54,178	Belfast and County Down.
19,074	48,043	3,426	86,604	6,374	5,550	98,528	73,638	4,831	19,799	98,268	1,344	198,140	Belfast and Northern Counties.
- -	- -	- -	- -	- -	- -	- -	- -	- -	2,388	2,388	435	2,823	Belfast Central.
8,394	636	4,126	18,517	1,223	100	19,845	- -	- -	- -	- -	48	19,893	Belfast, Holywood, and Bangor.
													Carrickfergus and Larne.
13	81	- -	94	1	- -	95	48	20	2	70	- -	165	Castleisland.
4,087	8,357	205	14,147	1,016	1,350	16,513	15,864	2,549	733	19,146	1,057	36,716	Cork and Bandon.
													Cork and Kinsale Junction.
1,441	6,814	228	8,992	304	30	9,326	6,560	1,465	- -	8,025	31	17,382	Cork and Macroom Direct.
3,297	4,379	2,012	12,345	697	30	13,072	- -	- -	- -	- -	206	13,278	Cork, Blackrock, and Passage.
													Downpatrick, Dundrum, and Newcastle.
													Dublin and Antrim Junction.
													Dublin and Kingstown.
													Dublin and Meath.
63,486	54,385	21,222	166,607	9,676	8,500	184,783	36,503	6,089	5,976	48,568	646	233,997	Dublin, Wicklow, and Wexford.
418	895	- -	1,690	529	- -	2,219	‖3,667	‖	- -	3,667	9,227	15,113	Dundalk, Newry, and Greenore.
													Enniskillen, Bundoran, and Sligo.
													Fermoy and Lismore.
396	2,188	24	2,831	223	20	3,074	2,274	287	176	2,737	84	5,895	Finn Valley.
													Great Northern and Western of Ireland.
87,805	134,783	342	309,794	33,176	32,210	375,180	261,026	64,878	17,620	343,524	2,937	721,641	Great Southern and Western of Ireland.
12,246	33,333	715	56,172	4,687	5,130	65,989	¶73,354	10,682	- -	84,036	2,397	152,422	Irish North-Western.
													Kilkenny Junction.
													Londonderry and Enniskillen.
790	2,336	193	3,909	170	87	4,166	2,216	198	203	2,617	63	6,846	Londonderry and Lough Swilly.

† Line opened for traffic 30th August 1875. The return refers to the period from the date of the opening of the line to 31st October 1875.
¶ Including receipts from minerals. ** For the year ended 31st January 1876.

NAME OF COMPANY.	LENGTH OF LINE IN MILES open on 31st December 1875.			PASSENGER TRAFFIC.					GOODS TRAFFIC.		NUMBER OF MILES TRAVELLED BY TRAINS.		
				NUMBER OF PASSENGERS CONVEYED (exclusive of Season and Periodical Tickets).									
	Double or more.	Single.	TOTAL.	1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL.	Holders of Season or Periodical Tickets.	Minerals.	General Merchandise.	Passenger Trains.	Goods and Mineral Trains.	
									Tons.	*Tons.*			
Midland Great Western of Ireland (Including the "Dublin and Meath," "Great Northern and Western of Ireland," "Navan and Kingscourt," and the "Sligo and Ballaghaderreen Junction.")	116	299	415	104,231	101,301	782,354	987,886	152	18,818	298,486	996,304	607,871	1,6
Navan and Kingscourt	*Worked by the Midland Great Western of Ireland.*												
Newry and Armagh	- -	22	22	19,568	33,545	153,952	207,065	68	24,417	47,041	Mixed.		
Newry, Warrenpoint, and Rostrevor	- -	6	6	29,829	30,392	148,374	208,595	302	9,470	27,552	35,980	4,966	
Northern of Ireland (Including the Banbridge Junction.)	88	50	138	157,511	268,956	856,945	1,283,412	489	- -	227,315	Mixed.		7
Parsonstown and Portumna Bridge	*Worked by the Great Southern and Western of Ireland.*												
Portadown, Dungannon, and Omagh Junction	*Leased to the Ulster.*												
Rathkeale and Newcastle Junction	*Worked by the Waterford and Limerick.*												
Sligo and Ballaghaderreen Junction	*Worked by the Midland Great Western of Ireland.*												
Ulster (Including the "Banbridge, Lisburn, and Belfast," "Dublin and Antrim Junction," and "Portadown, Dungannon, and Omagh Junction.")	48	92	140	145,401	247,720	1,204,571	1,597,692	1,169	90,195	338,648	482,994	212,052	6
Waterford and Central Ireland† (Including the "Kilkenny Junction" for the year ended 1st November 1875.)	- -	60	60	18,087	36,791	104,378	159,256	1,515	12,858	78,325	129,947	42,687	1
Waterford and Limerick (Including the "Athenry and Ennis," "Athenry and Tuam," and "Rathkeale and Newcastle Junction.")	24	178	202	73,683	97,215	658,115	829,013	119	30,634	240,318	506,992	128,911	6
Waterford and Tramore	- -	7	7	100,268	- -	116,674	216,942	171	600	3,000	42,680	416	
Waterford, New Ross, and Wexford Junction	- -	34	34	2,457	4,442	18,004	24,903	- -	- -	3,710	50,152	- -	
West Cork	- -	18	18	2,166	8,478	54,560	65,204	29	- -	16,488	Mixed.		
TOTAL IRELAND	509	1,639	2,148	1,918,737	4,166,122	10,788,802	16,873,661	20,737	679,100	2,675,114	5,381,483	2,534,532	9,7

* Including receipts from minerals.

† For the year ended 29th September 1875.

RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.							RECEIPTS (GROSS) FROM GOODS TRAFFIC.						NAME OF COMPANY.
RECEIPTS FROM PASSENGERS.													
2d Class.	3d Class (including Parliamentary).	Holders of Season or Periodical Tickets.	Total from Passengers.	Excess Luggage, Parcels, Carriages, Horses, Dogs, &c.	Mails.	Total Receipts from Passenger Traffic.	Merchandise.	Live Stock.	Minerals.	Total Receipts from Goods Traffic.	Miscellaneous, Rents, Tolls, Navigation, Steamboats, &c.	Total Receipts from all Sources of Traffic.	
£	£	£	£	£	£	£	£	£	£	£	£	£	
26,875	120,545	888	188,062	17,238	17,389	222,689	170,896	71,340	4,136	246,372	10,247	479,308	Midland Great Western of Ireland.
													Navan and Kingscourt.
1,409	4,336	76	7,005	377	20	7,402	7,413*	513	- -	7,926	321	15,649	Newry and Armagh.
872	2,949	250	5,178	208	- -	5,386	1,905	105	501	2,511	141	8,038	Newry, Warrenpoint, and Rostrevor.
33,137	47,260	1,562	121,105	8,905	18,848	148,858	65,153	10,258	- -	75,411	2,181	226,450	Northern of Ireland.
													Parsonstown and Portumna Bridge.
													Portadown, Dungannon, and Omagh Junction.
													Rathkeale and Newcastle Junction.
													Sligo and Ballaghaderreen Junction.
20,641	54,807	2,480	95,215	6,753	11,102	113,070	86,829	8,651	9,452	104,932	1,266	219,268	Ulster.
4,652	6,999	854	15,989	1,252	925	18,166	18,901	8,655	2,785	30,341	21	48,528	Waterford and Central Ireland.
11,195	36,201	562	59,715	8,455	5,145	73,315	66,706	21,796	5,148	93,650	4,265	171,230	Waterford and Limerick.
- -	2,458	531	6,133	166	55	6,354	225	20	20	265	54	6,673	Waterford and Tramore.
618	1,062	- -	2,102	123	- -	2,225	763	505	- -	1,268	- -	3,493	Waterford, New Ross, and Wexford Junction.
781	2,559	74	3,698	223	50	3,971	3,672	1,028	- -	4,700	309	8,980	West Cork.
309,291	592,053	41,729	1,218,736	103,620	106,891	1,429,247	911,389	215,377	77,090	1,203,856	38,051	2,671,154	TOTAL IRELAND.

‡ Including 1,652,318 miles travelled by mixed trains.

RAILWAY RETURNS.—1875.

No. 3.—WORKING EXPENDITURE, NET RECEIPTS, AND ROLLING STOCK.

Return showing the Amount of the Working Expenditure, and of the Net Receipts, &c., and Number of each Kind of Rolling Stock, for the several Railway Companies, in England and Wales, Scotland, and Ireland, for the Year 1875.

No. 3.—Working Expenditure, Net Receipts, an

NAME OF COMPANY.	Length of Line in Miles open on 31st December 1875.	WORKING EXPENDITURE. Maintenance of Way, Works, &c.	Locomotive Power (including Stationary Engines).	Repairs and Renewals of Carriages and Waggons.	Traffic Expenses (Coaching and Merchandise).	General Charges.	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Local and Parliamentary Ex-
	No.	£	£	£	£	£	£	£	£	£	£
Aberdare	*Leased to the Taff Vale.*										
Abingdon	*Leased to the Great Western.*										
Anglesey Central	18	2,339	1,579	645	1,291	753	129	53	-	-	-
Aylesbury and Buckingham	12	1,025	1,384		269	467	37	37	-	3	-
Bala and Dolgelly	*Worked by the Great Western.*										
Barnoldswick	*Worked by the Midland.*										
Bedford and Northampton	*Leased to the Midland.*										
Berks and Hants Extension	*Worked by the Great Western.*										
Birkenhead	*Vested jointly in the Great Western and the London and North-Western.*										
Bishop's Castle	10	353	903	678	477	399	25	44	-	-	-
Bishop's Waltham	*Worked by the London and South-Western.*										
Bodmin and Wadebridge	15	114	601	501	331	258	32	7	-	-	-
Brecon and Merthyr Tydfil Junction	62	13,700	16,678	4,334	11,220	2,260	1,101	106	88	283	
Bridport	*Leased to the Great Western.*										
Bristol and Exeter (including the "Devon and Somerset," "Minehead," and "West Somerset.")	204	55,166	81,363	19,948	78,322	16,071	11,363	11,624	894	882	
Bristol and North Somerset	*Worked by the Great Western.*										
Bristol and Portishead Pier and Railway	9	1,168	2,246	790	2,476	600	248	192	-	17	-
Bristol Port Railway and Pier	6	1,092	1,444	124	637	417	55	106	-	2	
Buckfastleigh, Totnes, and South Devon	*Worked by the South Devon.*										
Buckinghamshire	*Leased to the London and North-Western.*										
Buckley	*Worked by the Wrexham, Mold, and Connah's Quay.*										
Burry Port and Gwendreath Valley	18	1,201	1,070	162	877	716	163	-	-	7	
Calne	*Worked by the Great Western.*										
Cambrian	177	35,726	28,780	13,037	25,341	8,362	2,783	1,444	85	851	
Cannock Chase and Wolverhampton	6	1,476	-	-	338	110	-	-	-	-	-
Carmarthen and Cardigan	19	6,881	2,160	1,392	2,945	909	154	328	-	48	
Central Wales and Carmarthen Junction	13	1,372	-	-	1,483	1,075	118	77	-	5	
Cheshire Lines Committee	103	61,300	93,185	5,513	92,331	10,867	6,472	3,140	2,777	2,340	
Chester and Holyhead	*Worked by the London and North-Western.*										
Cockermouth, Keswick, and Penrith	32	7,972	14,429		3,086	1,515	463	567	-	123	
Colchester, Stour Valley, Sudbury, and Halstead	*Leased to the Great Eastern.*										
Coleford, Monmouth, Usk, and Pontypool	*Leased to the Great Western.*										
Colne Valley and Halstead	19	1,746	2,577	165	2,429	957	150	104	-	8	
Cornwall	66	28,329	21,192	4,815	18,024	3,110	702	1,666	-	742	
Cornwall Minerals (including the "Newquay and Cornwall Junction.")	47	884	2,020	253	1,844	1,048	179	-	-	14	
Corris	11	467	275†	212	-	82	14	14	-	-	-
Corwen and Bala	*Leased to the Great Western.*										
Cowbridge	See note, p. 7.										
Cowes and Newport	5	1,106	1,342	399	520	251	44	206	-	-	-
Croesor and Portmadoc	5	70	258‡	-	-	135	13	-	-	-	-
Cromford and High Peak	*Leased to the London and North-Western.*										

* All traffic is carried in the trains of the London and North-Western Railway Company.

lling Stock, ENGLAND AND WALES, in 1875.

Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.	Total Receipts, as given in the Traffic Return, No. 2.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	Rolling Stock on 31st December 1875. Locomotives.	Carriages used for the Conveyance of Passengers only.	Other Vehicles attached to Passenger Trains.	Waggons of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggons used on the Railway not included in the preceding Columns.	Total Number of Vehicles of all descriptions for Conveyance of Passengers, Live Stock, Ballast, &c.	Name of Company.
£	£	£	£		*No.*	*No.*	*No.*	*No.*	*No.*	*No.*	
											Aberdare.
											Abingdon.
- -	6,838	8,781	1,943	78	Hired from the "London and North-Western" Company.						Anglesey Central.
-	49	3,271	2,704	567 Deficiency.	121	The Company hire the Rolling Stock				- -	Aylesbury and Buckingham.
											Bala and Dolgelly.
											Barnoldswick.
											Bedford and Northampton.
											Berks and Hants Extension.
											Birkenhead.
-	450	3,444	3,283	161	105	3	8	2	14	- -	24	Bishop's Castle.
											Bishop's Waltham.
-	35	1,879	2,544	665	74	2	4	2	114	- -	120	Bodmin and Wadebridge.
-	861	51,302	62,231	10,929	82	27	37	6	530	21	594	Brecon and Merthyr Tydfil Junction.
											Bridport.
616	3,145	285,905	546,527	260,622	52	125	203	99	2,482	47	2,831	Bristol and Exeter.
											Bristol and North Somerset.
138	- -	7,875	10,187	2,312	77	Rolling Stock supplied by the "Bristol and Exeter" Company.						Bristol and Portishead Pier and Railway.
-	- -	3,932	3,983	51	99	2	15	2	4	- -	21	Bristol Port Railway and Pier.
												Buckfastleigh, Totnes, and South Devon.
												Buckinghamshire.
												Buckley.
754	- -	6,071	9,678	3,607	63	3	- -	- -	52	- -	52	Burry Port and Gwendreath Valley.
												Calne.
-	1,979	120,346	200,054	79,708	60	44	92	21	1,328	2	1,443	Cambrian.
-	- -	1,967	5,508	3,541	36	- -	- -	- -	510	- -	510	Cannock Chase and Wolverhampton.
-	948	17,467	21,291	3,824	82	3	6	- -	20	- -	26	Carmarthen and Cardigan.
-	332	4,814	7,392	2,578	65	*	*	*	*	*	*	Central Wales and Carmarthen Junction.
-	13,649	294,078	314,231	20,153	94	- -	118	39	1,056	30	1,243	Cheshire Lines Committee.
												Chester and Holyhead.
-	64	28,247	44,693	16,446	63	Provided by the "London and North-Western" and "North-Eastern" Railway Companies.						Cockermouth, Keswick, and Penrith.
												Colchester, Stour Valley, Sudbury, and Halstead.
												Coleford, Monmouth, Usk, and Pontypool.
-	161	8,415	9,241	826	91	3	10	3	28	1	42	Colne Valley and Halstead.
-	548	79,733	128,565	48,832	62	21	48	49	386	20	503	Cornwall.
-	6	6,411	9,309	2,898	69	20	- -	- -	591	1	592	Cornwall Minerals.
-	- -	1,064	2,016	952	53	Haulage done by horses. The Company has only a few slate trucks.						Corris.
												Corwen and Bala.
												Cowbridge.
-	257	4,455	5,644	1,189	79	4	12	- -	6	- -	18	Cowes and Newport.
-	73	549	579	30	95	- -	- -	- -	- -	- -	- -	Croesor and Portmadoc
												Cromford and High Peak.

† Cost of horse-power. ‡ Cost of horse-power, the haulage being done by horses.

NAME OF COMPANY.	Length of Line in Miles open on 31st December 1875.	WORKING EXPENDITURE. Maintenance of Way, Works, &c.	Locomotive Power (including Stationary Engines).	Repairs and Renewals of Carriages and Waggons.	Traffic Expenses (Coaching and Merchandise).	General Charges.	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.
	No.	£	£	£	£	£	£	£	£	£	£
Dare Valley	*Leased to the Taff Vale.*										
Denbigh, Ruthin, and Corwen	19	1,705	2,813	495	2,418	1,261	162	308	-	-	-
Devon and Somerset	*Worked by the Bristol and Exeter.*										
Dowlais (Including the Dowlais Extension.)	2	175	1,091	-	918	-	47	-	-	-	-
East and West Junction	33	1,550	4,213	523	1,421	2,974	122	80	-	38	-
East Cornwall Mineral	7	291	712	73	926	530	80	-	-	6	18
East Gloucestershire	*Worked by the Great Western.*										
East Lincolnshire	*Leased to the Great Northern.*										
East London	*Worked by the London, Brighton, and South Coast.*										
East Norfolk	*Worked by the Great Eastern.*										
Ely, Haddenham, and Sutton	*Worked by the Great Eastern.*										
Ely Valley	*Worked by the Great Western.*										
Evesham and Redditch	*Worked by the Midland.*										
Exeter and Crediton	*Leased to the London and South-Western.*										
Faringdon	*Worked by the Great Western.*										
Festiniog	14	2,788	2,977	2,098	3,607	1,468	850	271	-	36	1,601
Festiniog and Blaenau ‡	4	218	519	13	200	15	11	56	-	-	-
Forcett	5	964	1,731§	-	79	260	28	-	-	-	-
Forest of Dean Central	*Worked by the Great Western.*										
Furness	102	57,808	58,992	20,193	52,322	12,913	4,028	2,614	697	48	1,586
Garstang and Knot End ‖	7	278	282	17	110	147	9	23	-	-	50
Gorsedda Junction and Portmadoc ¶	11	186	65	2	44	220	12	-	-	-	-
Great Eastern (Including the "Colchester, Stour Valley, Sudbury, and Halstead," "East Norfolk" "Ely, Haddenham, and Sutton," "Hunstanton and West Norfolk," "London and Blackwall," "Lowestoft Harbour and Railway," "Mellis and Eye," "Northern and Eastern," "Saffron Walden," "Tendring Hundred," and the "Wivenhoe and Brightlingsea," and part of the "Tottenham and Hampstead Junction.")	855	280,434	393,929**	125,700**	452,382	46,528	52,001	43,367	47,311	7,552	21,563
Great Marlow	3	287	1,090		590	67	38	61	-	1	-
Great Northern (Including the "East Lincolnshire," "Hatfield and St. Albans," "Holme and Ramsey,"‡‡ "Horncastle," "Louth and Lincoln," "Muswell Hill Estate," "Nottingham and Grantham," "Royston and Hitchin," "Spilsby and Firsby," "Stamford and Essendine," "Wainfleet and Firsby," and "Skegness Extension," and part of the "Midland and Eastern," and "Norwich and Spalding.")	626††	306,025	428,162	104,249	531,832	77,403	58,389	36,901	21,922	18,846	9,649
Great North of England, Clarence, and Hartlepool Junction.	*Leased to the North-Eastern.*										
Great Western §§ (Including the "Abingdon," "Bala and Dolgelly," "Berks and Hants Extension," "Bridport," "Bristol and North Somerset," "Calne," "Coleford, Monmouth, Usk, and Pontypool," "Corwen and Bala," "East Gloucestershire," "Ely Valley," "Faringdon," "Forest of Dean Central," "Kington and Eardisley" "Leominster and Kington," "Llanelly Railway and Dock," "Llangollen and Corwen," "Llynvi and Ogmore," "Marlborough," "Milford," "Monmouthshire Railway and Canal," "Much Wenlock and Severn Junction," "Nantwich and Market Drayton," "Pontypool, Caerleon, and Newport," "Ross and Monmouth," "Stratford-upon-Avon," "Vale of Llangollen," "Wellington and Drayton," "Wellington and Severn Junction," "Wenlock," and "Wenlock Extensions," "Witney," and "Worcester, Bromyard, and Leominster," and the "Birkenhead," "Clifton Extension" "Hammersmith and City," "Ludlow and Clee Hill," "Shrewsbury and Hereford," "Shrewsbury and Wellington," "Shrewsbury and Welshpool," "Tenbury," "Vale of Towy," "Victoria Station and Pimlico," "West London," "Weymouth and Portland," and "Wrexham and Minera Extension," jointly with other Companies.)	1,599	667,939	726,460	220,687	816,174	107,613	99,939	91,965	35,452	37,146	30,885
Gwendraeth Valleys	3	190	120	-	265	147	12	-	-	-	327
Hammersmith and City Junction	*Vested jointly in the Great Western and Metropolitan.*										
Harborne	*Worked by the London and North-Western.*										
Hatfield and St. Albans	*Worked by the Great Northern.*										
Hayling Railways	*Leased to the London, Brighton, and South Coast.*										
Hereford, Hay, and Brecon	*Leased to the Midland.*										

* Receipts from the conveyance of "general merchandise" only. No comparison can be made between the receipts and expenditure for this line, which is used chiefly for the conveyance of the owning Company's minerals.

† And one stationary engine. ‡ For the year ended 29th February 1876.

§ Amount paid to the North-Eastern Company for locomotive power and hire of waggons. ‖ Line re-opened for traffic on 24th February 1875.

Expenses.	Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.	Total Receipts, as given in the Traffic Return, No. 2.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	Rolling Stock on 31st December 1875. Locomotives.	Carriages, Waggons, Trucks, &c. Carriages used for the Conveyance of Passengers only.	Other Vehicles attached to Passenger Trains.	Waggons of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggons used on the Railway, not included in the preceding Columns.	Total Number of Vehicles of all descriptions for Conveyance of Passengers, Live Stock, Ballast, &c.	Name of Company.
£	£	£	£	£		No.	No.	No.	No.	No.	No.	
												Dare Valley.
-	- -	9,162	14,068	4,906	65	3	8	5	53	- -	66	Denbigh, Ruthin, and Corwen.
												Devon and Somerset.
-	- -	2,231	373*	- -	- -	2†	- -	- -	- -	- -	- -	Dowlais.
-	744	11,665	7,671	3,994 Deficiency.	152	3	4	- -	12	- -	16	East and West Junction.
-	- -	2,636	3,777	1,141	70	2†	- -	- -	149	- -	149	East Cornwall Mineral.
												East Gloucestershire.
												East Lincolnshire.
												East London.
												East Norfolk.
												Ely, Haddenham, and Sutton.
												Ely Valley.
												Evesham and Redditch.
												Exeter and Crediton.
												Faringdon.
-	- -	15,696	25,228	9,532	62	8	62	3	1,081	2	1,148	Festiniog.
-	19	1,051	1,548	497	68	2	4	1	7	19	31	Festiniog and Blaenau.
-	115	3,177	5,672	2,495	56	- -	- -	- -	- -	- -	- -	Forcett.
												Forest of Dean Central.
9,594	- -	220,789	466,258	245,469	47	96	180	79	5,287	56	5,602	Furness.
-	180	1,096	1,217	121	90	2	4	- -	25	- -	29	Garstang and Knot End.
-	- -	529	115	414 Deficiency.	- -	1	- -	- -	15	- -	15	Gorsedda Junction and Portmadoc.
16,321	- -	1,587,088	2,774,976	1,187,888	57	475	1,292	555	10,059	419	12,325	Great Eastern.
-	29	2,163	2,966	803	73	Supplied by Great Western.						Great Marlow.
8,503	3,266	1,605.152	2,972,142	1,366,990	54	967	1,304	409	15,024	1,350	18,087	Great Northern.
												Great North of England, Clarence, and Hartlepool Junction.
07,416	75,104	3,016,780	5,751,167	2,734,387	52	1,223	2,192	1,235	26,446	1,188	31,061	Great Western.
-	- -	1,061	1,086	25	98	1	- -	- -	- -	- -	- -	Gwendraeth Valleys.
												Hammersmith and City Junction.
												Harborne.
												Hatfield and St. Albans.
												Hayling Railways.
												Hereford, Hay, and Brecon.

ine opened for traffic on 2nd September 1875; and as the period to which the returns refer is so short, the proportion of expenditure to receipts is not given.
ncluding cost of "locomotive power" and "repairs, &c." for the London, Tilbury, and Southend Line.
See note on page 57. ‡‡ This line is the property of the Great Eastern Railway Company, but is worked by the Great Northern under lease.
§§ For the year ended 31st January 1876.

NAME OF COMPANY.	Length of Line in Miles open on 31st December 1875.	WORKING EXPENDITURE. Maintenance of Way, Works, &c.	Locomotive Power (including Stationary Engines).	Repairs and Renewals of Carriages and Waggons.	Traffic Expenses (Coaching and Merchandise).	General Charges.	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.
	No.	£	£	£	£	£	£	£	£	£	£
Hexham and Allendale	12	717	1,278		723	178	59	44	-	-	-
Horncastle	*Worked by the Great Northern.*										
Hoylake and Birkenhead Railway and Tramway	5	403	1,906	390	1,490	203	44	260	-	-	-
Hunstanton and West Norfolk	*Worked by the Great Eastern.*										
Isle of Wight	12	3,320	3,690	700	3,013	2,512	350	1,236	32	13	77
Isle of Wight (Newport Junction)*	9	845	1,171	75	719	343	37	252	-	-	-
Keighley and Worth Valley	*Worked by the Midland.*										
Kendal and Windermere	*Leased to the London and North-Western*										
Kettering, Thrapstone, and Huntingdon	*Worked by the Midland.*										
King's Lynn Dock†	-	-	-	-	-	-	-	-	-	-	-
Kington and Eardisley	*Worked by the Great Western.*										
Lancashire and Yorkshire (Including part of the "North Union," "Preston and Longridge," and "Preston and Wyre" Joint Lines.)	441	301,148	492,885	237,159	806,189	48,406	75,278	37,797	34,129	1,551	15,227
Lancashire Union	*Worked by the London and North-Western.*										
Lancaster and Carlisle	*Leased to the London and North-Western.*										
Leominster and Kington	*Worked by the Great Western.*										
Liskeard and Caradon (Including the "Liskeard and Looe Union Railway and Canal.")	17	2,142	1,075	383	2,388	263	209	-	-	-	-
Liskeard and Looe Union Railway and Canal	*Worked by the Liskeard and Caradon.*										
Llanelly Railway and Dock	*Worked by the Great Western.*										
Llangollen and Corwen	*Leased to the Great Western.*										
Llantrissant and Taff Vale Junction	*Leased to the Taff Vale.*										
Llynvi and Ogmore	*Worked by the Great Western.*										
London and Blackwall	*Leased to the Great Eastern.*										
London and Greenwich	*Leased to the South-Eastern.*										
London and North-Western (Including the "Buckinghamshire," "Chester and Holyhead and Branches," "Cromford and High Peak," "Harborne," "Kendal and Windermere," "Lancashire Union," "Lancaster and Carlisle," "Mold and Denbigh Junction," "Newport Pagnell"‡ (to 30th June 1875), "Shropshire Union," "Watford and Rickmansworth" and "Wolverhampton and Walsall"‡ (to 30th June 1875), and half of the "Ashby and Nuneaton," "Birkenhead and Branches," "Ludlow and Clee Hill," "Preston and Longridge," "Shrewsbury and Hereford," Shrewsbury and Wellington," "Shrewsbury and Welshpool," "Tenbury," and "Vale of Towy," and part of the "North Union," "Preston and Wyre," "West London," and "West London Extension.")	1,604	1,006,222	1,282,503	317,291	1,612,700	178,023	158,589	143,849	82,485	77,048	69,784
London and South-Western (Including the "Barnstaple and Ilfracombe"§ (to 29th December 1875), "Bishop's Waltham," "Exeter and Crediton," "Lymington," "Mid-Hants," "Poole and Bournemouth," "Salisbury and Dorset," "Salisbury and Yeovil," "Salisbury Railway and Market House," "Seaton and Beer," "Sidmouth," "Staines, Wokingham, and Woking," "Stokes Bay Railway and Pier"‖ (to 16th June 1875), and half the "Weymouth and Portland" and part of the "West London Extension.")	685	245,424	289,217	85,780	416,980	46,006	53,545	45,081	7,520	8,223	14,347
London, Brighton, and South Coast (Including the "East London," "Hayling Railways," and part of the "Victoria Station and Pimlico," and "West London Extension.")	345	120,752	256,717	59,189	232,336	34,546	51,743	46,884	1,059	5,239	12,155
London, Chatham, and Dover (Including the "Crystal Palace and South London Junction"¶ (to 30th June 1875), "Mid-Kent (Bromley to St. Mary's Cray)," "Sevenoaks, Maidstone, and Tonbridge," and part of the "Victoria Station and Pimlico.")	157	83,052	146,102	34,108	151,215	24,050	26,508	26,994	15,735	3,792	5,963
Londonderry (Seaham to Sunderland) (Private property.)	7	9,022	7,965	136	721	396	457	310	-	-	-
London, Tilbury, and Southend	45	24,224	**16,385	**7,157	14,663	4,067	1,777	2,504	14,141	77	84
Longton, Adderley Green, and Bucknall	*Worked by the North Staffordshire.*										
Lostwithiel and Fowey	5	221	112	37	146	119	19	-	-	-	-
Louth and Lincoln (open for goods traffic only)	*Worked by the Great Northern.*										
Lowestoft Railway and Harbour	*Leased to the Great Eastern.*										
Ludlow and Clee Hill	*Worked by the Great Western and London and North-Western, jointly.*										
Lymington	*Worked by the London and South-Western.*										
Macclesfield Committee	11	3,975	5,293		4,884	799	217	46	-	26½	-
Manchester and Milford	42	3,820	4,786	1,072½	3,184	1,017	166	263	-	76	391

* For 11 months ended 31st December, 1875. † See note on page 58. ‡ Amalgamated with the London and North-Western from 1st July 1875.
§ Amalgamated with the London and South-Western from 30th December 1875. ‖ Amalgamated with the London and South-Western from 17th June 1875.

Expenses.	Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.	Total Receipts, as given in the Traffic Return, No. 2.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	Rolling Stock on 31st December 1875. Locomotives.	Carriages, Waggons, Trucks, &c. Carriages used for the Conveyance of Passengers only.	Other Vehicles attached to Passenger Trains.	Waggons of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggons used on the Railway not included in the preceding Columns.	Total Number of Vehicles of all descriptions for Conveyance of Passengers, Live Stock, Ballast, &c.	Name of Company.
£	£	£	£	£		*No.*	*No.*	*No.*	*No.*	*No.*	*No.*	
-	-	2,999	4,300	1,301	70	- Hired from the North-Eastern Railway Company -						Hexham and Allendale.
												Horncastle.
-	-	4,696	6,382	1,686	74	3	13	3	30	- -	46	Hoylake and Birkenhead Railway and Tramway.
												Hunstanton and West Norfolk.
-	142	15,085	32,013	16,928	47	5	28	13	104	- 1	146	Isle of Wight.
-	205	3,647	6,058	2,411	60	1	9	- -	6	11	26	Isle of Wight (Newport Junction).
												Keighley and Worth Valley.
												Kendal and Windermere.
												Kettering, Thrapstone, and Huntingdon.
-	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	King's Lynn Dock.
												Kington and Eardisley.
6,882	- -	2,056,651	3,559,654	1,503,003	58	670	1,784	345	17,970	- -	20,099	Lancashire and Yorkshire.
												Lancashire Union.
												Lancaster and Carlisle.
												Leominster and Kington.
-	- -	6,460	9,718	3,258	66	3	- -	- -	48	- -	48	Liskeard and Caradon.
												Liskeard and Looe Union Railway and Canal.
												Llanelly Railway and Dock.
												Llangollen and Corwen.
												Llantrissant and Taff Vale Junction.
												Llynvi and Ogmore.
												London and Blackwall.
												London and Greenwich.
2,890	107,443	5,118,827	9,266,082	4,147,255	55	2,189	3,252	1,795	38,335	3,873	47,255	London and North-Western.
0,097	19,477	1,391,697	2,491,899	1,100,202	56	342	1,548	568	5,535	336	7,987	London and South-Western.
1,690	16,748	859,058	1,778,112	919,054	48	270	1,498	420	4,290	276	6,484	London, Brighton, and South Coast.
7,903	15,121	590,543	1,018,250	427,707	58	142	657	128	1,133	47	1,965	London, Chatham, and Dover.
-	2,496	21,503	36,779	15,276	58	10	17	3	4	- -	24	Londonderry (Seaham to Sunderland).
2,696	1,089	85,864	94,854	8,990	91	Hired from the "Great Eastern" Railway Company.						London, Tilbury, and Southend.
												London, Adderley Green, and Bucknall.
-	- -	654	387	267 Deficiency.	169	- Provided by the Cornwall Railway Company -						Lostwithiel and Fowey.
												Louth and Lincoln (open for goods traffic only).
												Lowestoft Railway and Harbour.
												Ludlow and Clee Hill.
												Lymington.
-	100	15,340	14,026	1,314 Deficiency.	109	Rolling Stock provided by the "Manchester, Sheffield, and Lincolnshire" Railway Company.						Macclesfield Committee.
	-	14,775	16,621	1,846	89	3	13	5	112	3	133	Manchester and Milford.

¶ Amalgamated with the London, Chatham, and Dover from 1st July 1875.
** These sums are paid to the Great Eastern Railway Company for the hire of rolling stock, &c.

NAME OF COMPANY.	Length of Line in Miles open on 31st December 1875.	WORKING EXPENDITURE. Maintenance of Way, Works, &c.	Locomotive Power (including Stationary Engines).	Repairs and Renewals of Carriages and Waggons.	Traffic Expenses (Coaching and Merchandise).	General Charges.	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.
	No.	£	£	£	£	£	£	£	£	£	£
Manchester, Sheffield, and Lincolnshire	260*	131,162	198,626	72,400	274,830	38,932	28,577	6,236	8,534	2,256	7,442
Manchester, South Junction, and Altrincham	9	12,383	9,485	4,869	13,905	3,422	1,494	2,706	1,507	59	545
Marlborough	*Worked by the Great Western.*										
Maryport and Carlisle	39	17,195	15,251	5,618	9,016	2,905	1,704	348	- -	136	- -
Mawddwy	7	886	707	18	166	58	25	37	- -	6	- -
Mellis and Eye	*Worked by the Great Eastern.*										
Merrybent and Darlington†	6	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Methley Joint Railway	6	2,062	- -	- -	1,261	150	86	16	- -	37	427
Metropolitan (Including the "Metropolitan and St. John's Wood," and half the "Hammersmith and City.")	13	22,826	46,579	9,688	57,834	25,756	19 661	12,435	2,928	29	1,653
Metropolitan and St. John's Wood	*Worked by the Metropolitan.*										
Metropolitan District	8	12,361	38,991	6,420	35,812	12,663	4,663	12,554	2,176	- -	792
Mid-Hants	*Worked by the London and South-Western.*										
Mid-Kent (*Bromley to St. Mary's Cray*)	*Leased to the London, Chatham, and Dover.*										
Midland (Including the "Barnoldswick," "Bedford and Northampton," "Evesham and Redditch," "Hereford, Hay, and Brecon," "Keighley and Worth Valley," "Kettering, Thrapstone, and Huntingdon," "Manchester, Buxton, Matlock, and Midland Junction," "Peterborough, Wisbeach, and Sutton," "Stonehouse and Nailsworth," "Swansea Vale," "Tewkesbury and Malvern," the "Furness and Midland" Joint Line, and half the "Ashby and Nuneaton," "Clifton Extension," the "Great Western and Midland," from Malvern Wells to Malvern Link, "Midland and Eastern," "Norwich and Spalding," "Otley and Ilkley," and "Tottenham and Hampstead Junction.")	1,139	652,338	868,444	234,033	1,078,187	100,002	111,544	39,933	25,748	39,432	19,679
Midland and Eastern	*Worked by the Great Northern and Midland.*										
Mid-Wales	48	6,949	8,360	3,181	5,058	3,183	246	123	- -	23	38
Milford	*Worked by the Great Western.*										
Minehead	*Worked by the Bristol and Exeter.*										
Mold and Denbigh Junction	*Worked by the London and North-Western.*										
Monmouthshire Railway and Canal	*Worked by the Great Western.*										
Much Wenlock and Severn Junction	*Worked by the Great Western.*										
Muswell Hill Estate	*Worked by the Great Northern.*										
Nantwich and Market Drayton	*Worked by the Great Western.*										
Neath and Brecon	40	6,141	6,353	936	4,388	2,868	303	61	- -	72	500
Newquay and Cornwall Junction	*Leased to the Cornwall Minerals.*										
Northampton and Banbury Junction	15	1,307	3,150	83	1,815	851	150	37	- -	36	164
North and South Western Junction	5	4,756	263		2,026	822	438	32	- -	- -	75
North-Eastern (Including the "Great North of England, Clarence, and Hartlepool," and "Tees Valley," and part of the 'Otley and Ilkley" Joint Line.)	1,406	718,570	1,151,209	474,625	820,183	93,973	136,423	39,710	34,197	22,278	14,500
Northern and Eastern	*Leased to the Great Eastern.*										
North London	12	21,491	74,123	18,990	60,273	9,625	10,598	10,375	380	76	1,122
North Staffordshire (Including the "Longton, Adderley Green, and Bucknall" from 1st October 1875.)	200	71,964	93,331	34,155	84,094	11,844	7,055	4,190	881	3,577	1,429
North Union	*Leased to the London and North-Western and Lancashire and Yorkshire.*										
Norwich and Spalding	*Worked by the Great Northern and Midland.*										
Nottingham and Grantham Railway and Canal	*Leased to the Great Northern.*										
Oldham, Ashton-under-Lyne. and Guide Bridge Junction.	6	7,096	6,447	- -	7,479	727	178	410	3,091	81	- -

* In addition to the above 260 miles the Manchester, Sheffield, and Lincolnshire Company are half owners of 88 miles, and one third owners of 103 miles, the returns for which lines are given separately.

† See note on p. 21.

Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.	Total Receipts, as given in the Traffic Return, No. 2.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	Rolling Stock on 31st December 1875. Locomotives.	Carriages, Waggons, Trucks, &c. Carriages used for the Conveyance of Passengers only.	Other Vehicles attached to Passenger Trains.	Waggons of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggons used on the Railway, not included in the preceding Columns.	Total Number of Vehicles of all descriptions for Conveyance of Passengers, Live Stock, Ballast, &c.	Name of Company.
£	£	£	£.		*No.*	*No.*	*No.*	*No.*	*No.*	*No.*	
017	32,656	948,668	1,783,737	835,069	53	374	505	192	10,178	198	11,073	Manchester, Sheffield, and Lincolnshire.
-	1,461	51,836	109,932	58,096	47	- -	89	16	60	2	167	Manchester, South Junction, and Altrincham.
												Marlborough.
-	- -	52,173	132,786	80,613	39	24	30	14	1,503	9	1,556	Maryport and Carlisle.
-	- -	1,903	1,805	98 Deficiency.	105	2	4	1	6	- -	11	Mawddwy.
												Mellis and Eye.
-	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	Merrybent and Darlington.
-	- -	4,039	7,923	3,884	51	Rolling Stock supplied by the Companies owning the line.						Methley Joint Railway.
-	7,285	206,674	526,652‡	319,978‡	39	44	180	- -	15	- -	195	Metropolitan.
												Metropolitan and St. John's Wood.
-	3,128	129,560	272,921	143,361	47	24	152	- -	3	- -	155	Metropolitan District.
												Mid-Hants.
												Mid-Kent (Bromley to St. Mary's Cray).
- -	14,626	3,183,966	5,995,622	2,811,656	53	1,196	2,195	931	31,039	- -	34,165	Midland.
												Midland and Eastern.
-	- -	27,161	36,282	9,121	75	10	40	6	439	- -	495	Mid-Wales.
												Milford.
												Minehead.
												Mold and Denbigh Junction.
												Monmouthshire Railway and Canal.
												Much Wenlock and Severn Junction.
												Muswell Hill Estate.
												Nantwich and Market Drayton.
-	11,553§	33,181	25,391	7,790 Deficiency.	131	12	15	6	93	- -	114	Neath and Brecon.
												Newquay and Cornwall Junction.
-	1,700	9,293	9,542	159	98	4	8	2	1	- -	11	Northampton and Banbury Junction.
-	- -	8,412	1,494‖	- -	- -	- -	- -	- -	- -	- -	- -	North and South Western Junction.
160	- -	3,591,828	6,607,761	3,015,933	54	1,331	1,798	701	76,158	- -	78,657	North-Eastern.
												Northern and Eastern.
928	4,146	216,127¶	389,441	206,908	47	66	380	76	401	163	1,020	North London.
457	3,693	358,670	642,952	284,282	56	118	209	75	5,008	60	5,352	North Staffordshire.
												North Union.
												Norwich and Spalding.
												Nottingham and Grantham Railway and Canal.
- -	403	26,512	23,554	2,958 Deficiency.	113	Provided by the "Manchester, Sheffield, and Lincolnshire" and "London and North-Western" Railway Companies.						Oldham, Ashton-under-Lyne, and Guide Bridge Junction.

‡ Exclusive of net receipts from rents. See note, p. 61. § Cost of relaying part of the line.
‖ Receipts from local traffic only. No comparison can be made between the working expenditure and the receipts.
¶ Against this amount the Company received 33,594*l.* for working other lines.

NAME OF COMPANY.	Length of Line in Miles open on 31st December 1875.	WORKING EXPENDITURE. Maintenance of Way, Works, &c.	Locomotive Power (including Stationary Engines).	Repairs and Renewals of Carriages and Waggons.	Traffic Expenses (Coaching and Merchandise).	General Charges.	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.
	No.	£	£	£	£	£	£	£	£	£	£
Pembroke and Tenby	29	3,551	4,557	1,473	3,160	1,580	354	467	- -	49	161
Penarth Harbour, Dock, and Railway	*Leased to the Taff Vale.*										
Peterborough, Wisbeach, and Sutton	*Worked by the Midland.*										
Pontypool, Caerleon, and Newport	*Worked by the Great Western.*										
Poole and Bournemouth	*Leased to the London and South-Western.*										
Potteries, Shrewsbury, and North Wales	28	3,391	4,297	1,758	2,364	1,493	67	28	- -	68	56
Preston and Wyre	*Leased to the Lancashire and Yorkshire and London and North-Western.*										
Ravenglass and Eskdale*	7	- -	185	30	217	- -	10	- -	- -	- -	- -
Redruth and Chasewater	10	362	935	159	1,434	533	74	- -	- -	- -	- -
Rhymney	36	9,897	17,895	1,488	10,404	4,563	2,467	149	- -	115	215
Ross and Monmouth	*Worked by the Great Western.*										
Royston and Hitchin	*Leased to the Great Northern.*										
Saffron Walden	*Worked by the Great Eastern.*										
St. Austell and Pentewan Railway, Harbour, and Dock	3	250	192	3	356	94	54	- -	- -	- -	- -
Salisbury and Dorset Junction	*Worked by the London and South-Western.*										
Salisbury and Yeovil	*Leased to the London and South-Western.*										
Salisbury Railway and Market House	*Worked by the London and South-Western.*										
Saundersfoot Railway and Harbour	7	604	- -	- -	- -	230	111	- -	- -	- -	- -
Scotswood, Newburn, and Wylam Railway and Dock†	3	254	230		349	119	13	17	- -	- -	- -
Seaton and Beer	*Worked by the London and South-Western.*										
Sevenoaks, Maidstone, and Tunbridge	*Worked by the London, Chatham, and Dover.*										
Severn and Wye Railway and Canal ‡	33	5,951	4,743	400	1,240	2,173	1,269	2	- -	- -	148
Sheffield and Midland Committee	20	8,163	19,021		5,751	1,036	133	477	- -	44	- -
Shrewsbury and Hereford	*Leased to the Great Western and London and North-Western.*										
Shropshire Union Railways and Canal	*Leased to the London and North-Western.*										
Sidmouth	*Worked by the London and South-Western.*										
Sirhowy	16	3,355	6,291	472	3,525	2,148	1,839	35	2,993	12	343
Somerset and Dorset§	92	8,045	24,429	5,547	20,349	5,828	860	592	146	68	- -
South Devon (Including the "Buckfastleigh, Totnes, and South Devon.")	122	44,337	45,628	12,077	46,120	8,413	3,205	4,949	416	2,013	305
Plymouth Great Western Docks (see note on p. 28)*	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
South-Eastern (Including the "London and Greenwich.")	331	124,331	217,271	69,273	252,512	62,826	68,419	48,565	2,022	5,087	6,811
South Wales Mineral	13	3,315	2,779	- -	1,718	456	226	- -	- -	- -	- -
Spilsby and Firsby	*Worked by the Great Northern.*										
Stafford and Uttoxeter	13	908	1,277	208	1,351	688	36	108	- -	4	7
Staines, Wokingham, and Woking	*Leased to the London and South-Western.*										
Stamford and Essendine	*Worked by the Great Northern.*										
Stonehouse and Nailsworth	*Worked by the Midland.*										
Stratford-upon-Avon	*Worked by the Great Western.*										
Swansea Vale	*Leased to the Midland.*										
Taff Vale (Including the "Aberdare," "Cowbridge," "Dare Valley," "Llantrissant and Taff Vale Junction," and "Penarth Harbour, Dock, and Railway.")	76	41,641	78,568	15,987	57,966	10,595	17,907	2,911	514	357	1,812
Talyllyn ‡	7	339	333	160	276	136	165	2	- -	- -	- -
Tees Valley	*Worked by the North-Eastern.*										
Tenbury	*Worked by the Great Western and London and North-Western.*										
Tendring Hundred	*Worked by the Great Eastern.*										

* Line opened for traffic 24th May 1875. † Returns are for the six months ended 31st December 1875. Line opened for traffic in July.
§ For 10 months, ended 31st October 1875, from which date the line was leased to and worked by the London and South-Western and Midland Companies jointly; but the length of line open for traffic is not included in the returns of these Companies.

Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.	Total Receipts, as given in the Traffic Return, No. 2.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	Rolling Stock on 31st December 1875. Locomotives.	Carriages, Waggons, Trucks, &c. Carriages used for the Conveyance of Passengers only.	Other Vehicles attached to Passenger Trains.	Waggons of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggons used on the Railway, not included in the preceding Columns.	Total Number of Vehicles of all descriptions for Conveyance of Passengers, Live Stock, Ballast, &c.	Name of Company.
£	£	£	£		*No.*	*No.*	*No.*	*No.*	*No.*	*No.*	
- 196	15,551	25,364	9,813	61	6	20	3	195	9	227	Pembroke and Tenby.
											Penarth Harbour, Dock, and Railway.
											Peterborough, Wisbeach, and Sutton.
											Pontypool, Caerleon, and Newport.
											Poole and Bournemouth.
- 30	13,552	11,071	2,481 Deficiency.	122	4	13	3	373	- -	389	Potteries, Shrewsbury and North Wales.
											Preston and Wyre.
- - -	442	1,011	569	44	1	2	1	31	- -	34	Ravenglass and Eskdale.
152	3,649	3,768	119	97	3	- -	- -	78	2	80	Redruth and Chasewater.
- 321	47,514	96,939	49,425	49	38	28	5	262	22	317	Rhymney.
											Ross and Monmouth.
											Royston and Hitchin.
											Saffron Walden.
144 - -	1,093	1,629	536	67	1	- -	- -	24	5	29	St. Austell and Pentewan Railway, Harbour, and Dock.
											Salisbury and Dorset Junction.
											Salisbury and Yeovil.
											Salisbury Railway and Market House.
- - -	945	445	500 Deficiency.	212	- -	- -	- -	- -	- -	- -	Saundersfoot Railway and Harbour.
- - -	982	913	69 Deficiency.	108	Rolling stock hired from the North-Eastern Railway Company.						Scotswood, Newburn, and Wylam Railway and Dock.
											Seaton and Beer.
											Sevenoaks, Maidstone, and Tunbridge.
- 2,518	18,444	30,886	12,442	60	9	4	- -	69	- -	73	Severn and Wye Railway and Canal.
- 671	35,296	65,539	30,243	54	Rolling stock provided by the Manchester, Sheffield, and Lincolnshire and Midland Railway Companies.						Sheffield and Midland Committee.
											Shrewsbury and Hereford.
											Shropshire Union Railways and Canal.
											Sidmouth.
- 303	21,316	28,721	7,405	74	9	9	4	24	3	40	Sirhowy.
- 870	66,734	71,805	5,071	93	Included in the returns of the leasing Companies.						Somerset and Dorset.
- 3,744	171,207	310,499	139,292	55	54	132	71	728	82	1,013	South Devon.
296 - -	13,296	25,914	12,618	51	- -	- -	- -	- -	- -	- -	Plymouth Great Western Docks (see note on p. 28).
302 15,819	915,738	1,945,488	1,029,700	47	255	1,394	450	3,559	292	5,695	South-Eastern.
- - -	8,494	9,010	516	94	4	-	- -	280	- -	280	South Wales Mineral.
											Spilsby and Firsby.
- -	4,587	4,033	554 Deficiency.	114	2	7	1	16	1	25	Stafford and Uttoxeter.
											Staines, Wokingham, and Woking.
											Stamford and Essendine.
											Stonehouse and Nailsworth.
											Stratford-upon-Avon.
											Swansea Vale.
973 28,229	263,460	458,532	195,072	57	105	124	34	2,879	183	3,220	Taff Vale.
- - -	1,411	1,903	492	74	2	4	1	114	- -	119	Talyllyn.
											Tees Valley.
											Tenbury.
											Tendring Hundred.

‡ For the year ended 30th September 1875.

‖ Including the working expenditure of the Cowbridge for the month of December, but not the length of that line open for traffic on 31st December.

NAME OF COMPANY.	Length of Line in Miles open on 31st December 1875.	WORKING EXPENDITURE. Maintenance of Way, Works, &c.	Locomotive Power (including Stationary Engines).	Repairs and Renewals of Carriages and Waggons.	Traffic Expenses (Coaching and Merchandise).	General Charges.	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.
	No.	£	£	£	£	£	£	£	£	£	£
Tewkesbury and Malvern	*Worked by the Midland.*										
Thetford and Watton (Including the "Watton and Swaffham"* from 20th September 1875.)	19	699	790	75	833	150	30	36	- -	- -	- -
Torbay and Brixham	2	111	1,014	67	419	269	27	49	- -	- -	550
Tottenham and Hampstead Junction	*Worked by the Great Eastern and Midland.*										
Trent, Ancholme, and Grimsby	14	7,787	14,645		2,825	664	1,530	56	- -	2	- -
Vale of Llangollen	*Worked by the Great Western.*										
Vale of Towy	*Leased to the Llanelly and London and North-Western.*										
Van	7	228	281	3	196	169	20	4	- -	1	- -
Victoria Station and Pimlico	*Line used by the Great Western, London and North-Western, London, Brighton, and South Coast, and London, Chatham, and Dover.*										
Wainfleet and Firsby	*Worked by the Great Northern.*										
Watford and Rickmansworth	*Worked by the London and North-Western.*										
Watlington and Princes Risborough	8	774	1,153	12	259	217	31	44	- -	- -	- -
Watton and Swaffham	*Worked by the Thetford and Watton.*										
Wellington and Drayton	*Worked by the Great Western.*										
Wellington and Severn Junction	*Leased to the Great Western.*										
Wenlock	*Worked by the Great Western.*										
West Cornwall Committee	33	7,765	9,075	4,416	10,060	1,300	424	478	- -	282	255
West London	*Leased to the Great Western and London and North-Western.*										
West London Extension	*Line worked by the Great Western, London and North-Western, London and South-Western, and London, Brighton, and South Coast.*										
West Riding and Grimsby	26	19,848	19,320	- -	4,074	1,171	832	1,108	- -	6	- -
West Somerset	*Leased to the Bristol and Exeter.*										
West Somerset Mineral	12	2,960	1,327	2,059	872‡	- -	104	12	- -	5	- -
Weymouth and Portland	*Worked by the Great Western and London and South-Western.*										
Whitehaven, Cleator, and Egremont (Including the "Cleator and Furness" Joint Line.)	27	9,877	15,936	4,896	8,369	1,883	577	330	- -	34	40
Whitland and Taff Vale	16	69	1,265	112	720	129	1	7	- -	29	-
Witney	*Worked by the Great Western.*										
Wivenhoe and Brightlingsea	*Worked by the Great Eastern.*										
Worcester, Bromyard, and Leominster	*Worked by the Great Western.*										
Wrexham, Mold, and Connah's Quay (Including the "Buckley.")	16	2,138	5,063	576	3,713	1,607	432	42	- -	114	134
TOTAL ENGLAND AND WALES§	11,789	5,347,049	7,369,913 and 57,633*l.*‖	2,256,762	8,256,639	1,061,087	1,033,333	690,552	350,460	241,431	257,238

* The line was opened for goods traffic on 20th September, and for passenger traffic on 20th November 1875.
§ Exclusive of Cowbridge, for 11 months (see note, p. 7). ‖ For "Locomotive Power" and "Repairs of Carriages, &c." not classified.

	Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.	Total Receipts, as given in the Traffic Return, No 2.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	Rolling Stock. on 31st December 1875. Locomotives.	Carriages, Waggons, Trucks, &c. Carriages used for the Conveyance of Passengers only.	Other Vehicles attached to Passenger Trains.	Waggons of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggons used on the Railway, not included in the preceding Columns.	Total Number of Vehicles of all descriptions for Conveyance of Passengers, Live Stock, Ballast, &c.	Name of Company.
	£	£	£	£		*No.*	*No.*	*No.*	*No.*	*No.*	*No.*	
												Tewkesbury and Malvern.
-	116	2,729	3,404	675	80	5	19	6	49	3	77	Thetford and Watton.
-	-	-	2,506	1,641	865 Deficiency.	153	1	2	- -	- -	- -	2 Torbay and Brixham.
												Tottenham and Hampstead Junction.
-	-	-	27,509	39,145	11,636	70	Provided by the "Manchester, Sheffield, and Lincolnshire" Railway Company.					Trent, Ancholme, and Grimsby.
												Vale of Llangollen.
												Vale of Towy.
-	-	-	902	2,026	1,124	45	1	1	- -	- -	- -	1 Van.
												Victoria Station and Pimlico.
												Wainfleet and Firsby.
												Watford and Rickmansworth.
-	225	2,715	1,984	731 Deficiency.	137	2†	3†	- -	6	- -	9	Watlington and Princes Risborough.
												Watton and Swaffham.
												Wellington and Drayton.
												Wellington and Severn Junction.
												Wenlock.
-	19	34,074	48,732	14,658	70	18	11	22	610	- -	643	West Cornwall Committee.
												West London.
												West London Extension.
-	9,748	56,107	83,686	27,579	67	Provided by the "Great Northern" and "Manchester, Sheffield, and Lincolnshire Companies."						West Riding and Grimsby.
												West Somerset.
-	926	8,265	7,357	908 Deficiency.	112	4	4	- -	116	3	123	West Somerset Mineral.
												Weymouth and Portland.
-	-	-	41,942	90,960	49,018	46	17	20	5	1,367	11	1,403 Whitehaven, Cleator, and Egremont.
-	1,037	3,369	4,150	781	81	2	6	- -	11	1	18	Whitland and Taff Vale.
												Witney.
												Wivenhoe and Brightlingsea.
												Worcester, Bromyard, and Leominster.
-	300	14,119	20,366	6,247	69	6	8	2	112	6	128	Wrexham, Mold, and Connah's Quay.
282	410,710	28,220,495 ¶	51,726,416	23,505,921	55	10,434	21,838	8,418	268,653	8,758	307,667	Total England and Wales.§

† This rolling stock is hired. ‡ Including establishment charges.
¶ Exclusive of 33,594*l.* received by the North London Company for working other lines.

No. 3.—Working Expenditure, Net Receipts,

NAME OF COMPANY.	Length of Line in Miles open on 31st January 1876.	WORKING EXPENDITURE. Maintenance of Way, Works, &c.	Locomotive Power (including Stationary Engines).	Repairs and Renewals of Carriages and Waggons.	Traffic Expenses (Coaching and Merchandise).	General Charges.	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.
	No.	£	£	£	£	£	£	£	£	£	£
Aboyne and Braemar	*Worked by the Great North of Scotland.*										
Arbroath and Forfar	*Leased to the Caledonian.*										
Ayr and Maybole	*Leased to the Glasgow and South-Western.*										
Berwickshire	*Worked by the North British.*										
Blane Valley	*Worked by the North British.*										
Busby	*Worked by the Caledonian.*										
Caledonian (Including the "Arbroath and Forfar," "Busby," "Callander and Oban," "Dundee and Newtyle," "Greenock and Wemyss Bay," "Montrose and Bervie," "Port Patrick," "Solway Junction," and half the "Glasgow and Kilmarnock," "Glasgow and Paisley," and "Glasgow, Barrhead, and Neilston" Joint Lines.)	826	289,206	374,541	151,617	414,516	52,293	55,273	20,043	4,367	8,663	12,565
Callander and Oban	*Worked by the Caledonian.*										
Carlisle and Silloth Bay	*Leased to the North British.*										
City of Glasgow Union	6	2,158	- -	- -	3,598	1,617	645	28	253	- -	1,374
Deeside / *Deeside Extension*	*Leased to the Great North of Scotland.*										
Dingwall and Skye	*Worked by the Highland.*										
Duke of Sutherland's	*Worked by the Highland.*										
Dundee and Newtyle	*Leased to the Caledonian.*										
Edinburgh and Bathgate	*Leased to the North British.*										
Edinburgh, Loanhead, and Roslin	*Worked by the North British.*										
Findhorn	Line closed since 30th January 1869.										
Forth and Clyde Junction	*Leased to the North British.*										
Glasgow and South-Western (Including the "Ayr and Maybole," "Kilmarnock and Troon," and half the "Glasgow, Barrhead, and Neilston," "Glasgow and Kilmarnock," and "Glasgow and Paisley" Joint Lines.)	315	141,526	131,442	60,049	136,641	19,922	18,760	6,302	4,056	2,421	4,142
Glasgow, Barrhead, and Neilston Direct	*Leased to the Caledonian and Glasgow and South-Western.*										
Great North of Scotland (Including the "Aboyne and Braemar," "Deeside," and "Deeside Extension," and "Morayshire.")	286	27,396	26,936	14,732	35,285	6,421	8,002	4,252	125	277	224
Greenock and Wemyss Bay	*Worked by the Caledonian.*										
Highland* (Including the "Dingwall and Skye," "Duke of Sutherland's," "Sutherland," and "Sutherland and Caithness.")	402	47,764	45,213	14,317	47,107	11,522	9,207	5,395	280	187	1,165
Kilmarnock and Troon	*Leased to the Glasgow and South-Western.*										
Leven and East of Fife	20	4,662	1,968	1,200	3,585	884	453	359	- -	80	- -
Montrose and Bervie	*Worked by the Caledonian.*										
Morayshire	*Worked by the Great North of Scotland.*										
North British (Including the "Berwickshire," "Blane Valley," "Carlisle and Silloth Bay," "Edinburgh and Bathgate," "Edinburgh, Loanhead, and Roslin," "Forth and Clyde Junction," "Peebles," "Penicuik," "Port Carlisle Dock and Railway," "St. Andrews," and "Whiteinch.")	851	266,320	282,416	117,266	331,496	41,991	33,466	20,675	4,037	14,849	14,256
Peebles	*Leased to the North British.*										
Penicuik	*Worked by the North British.*										
Port Carlisle Dock and Railway	*Leased to the North British.*										
Port Patrick	*Worked by the Caledonian.*										
St. Andrews	*Worked by the North British.*										
Solway Junction	*Leased to the Caledonian.*										
Sutherland	*Worked by the Highland.*										
Sutherland and Caithness	*Worked by the Highland.*										
Whiteinch	*Worked by the North British.*										
Wigtownshire†	15	2,486				156	- -	74	- -	- -	- -
TOTAL SCOTLAND	2,721	779,032	862,516	359,181	972,223	134,806	125,806	57,128	13,118	26,477	33,726
		and 2,486*l.* unclassified.									

Note.—The financial year of the Scotch Railway Companies, except when otherwise stated, ended on 31st January 1876.

* For the year ended 29th February 1876.

† A portion of the line was opened for traffic in April 1875, and another portion in August 1875.

Rolling Stock, SCOTLAND, in 1875.

Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.	Total Receipts, as given in the Traffic Return, No. 2.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	Rolling Stock on 31st January 1876. Locomotives.	Carriages, Waggons, Trucks, &c. Carriages used for the Conveyance of Passengers only.	Other Vehicles attached to Passenger Trains.	Waggons of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggons used on the Railway, not included in the preceding Columns.	Total Number of Vehicles of all descriptions for Conveyance of Passengers, Live Stock, Ballast, &c.	Name of Company.
£	£	£	£		*No.*	*No.*	*No.*	*No.*	*No.*	*No.*	
											Aboyne and Braemar.
											Arbroath and Forfar.
											Ayr and Maybole.
											Berwickshire.
											Blane Valley.
											Busby.
54	35,811	1,457,949	2,951,086	1,493,137	49	638	1,121	403	32,171	571	34,266	Caledonian.
												Callander and Oban.
												Carlisle and Silloth Bay.
-	1,260	10,933	52,165	41,232	- -	The Company has no Rolling Stock, the passengers and goods being carried in the trains of the Companies using the line.						City of Glasgow Union.
												Deeside.
												Deeside Extension.
												Dingwall and Skye.
												Duke of Sutherland's.
												Dundee and Newtyle.
												Edinburgh and Bathgate.
												Edinburgh, Loanhead, and Roslin.
												Findhorn.
												Forth and Clyde Junction.
48	5,410	538,419	927,749	389,330	58	250	491	178	10,190	270	11,129	Glasgow and South-Western.
												Glasgow, Barrhead, & Neilston Direct.
11	6,779	130,840	279,054	148,214	47	53	184	77	1,855	42	2,158	Great North of Scotland.
												Greenock and Wemyss Bay.
91	6,334	195,282	357,088	161,806	55	67	171	70	2,166	41	2,448	Highland.
												Kilmarnock and Troon.
-	377	13,568	22,782	9,214	60	5	11	4	212	- -	227	Leven and East of Fife.
												Montrose and Bervie.
												Morayshire.
69	23,253	1,192,894	2,245,681	1,052,787	53	453	1,176	390	22,355	152	24,073	North British.
												Peebles.
												Penicuik.
												Port Carlisle Dock and Railway.
												Port Patrick.
												St. Andrews.
												Solway Junction.
												Sutherland.
												Sutherland and Caithness.
												Whiteinch.
-	84	2,800	3,825	1,025	73	2	7	- -	10	- -	17	Wigtownshire.
73	79,308	3,542,685	6,839,430	3,296,745	52	1,468	3,161	1,122	68,959	1,076	74,318	Total Scotland.

No. 3.—Working Expenditure, Net Receipts,

NAME OF COMPANY.	Length of Line in Miles open on 31st December 1875.	WORKING EXPENDITURE. Maintenance of Way, Works, &c.	Locomotive Power (including Stationary Engines).	Repairs and Renewals of Carriages and Waggons.	Traffic Expenses (Coaching and Merchandise).	General Charges.	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.
	No.	£	£	£	£	£	£	£	£	£	£
Athenry and Ennis Junction	*Leased to the Waterford and Limerick.*										
Athenry and Tuam	*Leased to the Waterford and Limerick.*										
Ballymena, Cushendall, and Redbay*	12	298	597	41	533	100	5	- -	- -	- -	- -
Banbridge Junction	*Leased to the Northern of Ireland.*										
Banbridge, Lisburn, and Belfast	*Leased to the Ulster.*										
Belfast and County Down (Including the "Downpatrick, Dundrum, and Newcastle.")	55	16,657	10,828	5,128	8,731	2,452	1,064	- -	46	49	30
Belfast and Northern Counties (Including the "Carrickfergus and Larne.")	151	29,732	29,373	10,014	26,707	6,825	4,245	- -	167	1,145	821
Belfast Central	4	733	827	- -	1,471	1,068	81	- -	- -	- -	232
Belfast, Holywood, and Bangor	12	3,706	3,699	2,078	2,936	995	219	- -	- -	12	674
Carrickfergus and Larne	*Worked by the Belfast and Northern Counties.*										
Castleisland†	4	14	75	- -	42	25	- -	- -	- -	- -	- -
Cork and Bandon (Including the "Cork and Kinsale Junction.")	31	6,787	5,087	1,771	5,245	929	1,223	- -	30	32	- -
Cork and Kinsale Junction	*Worked by the Cork and Bandon.*										
Cork and Macroom Direct	24	2,778	2,368	493	2,053	431	235	- -	- -	49	27
Cork, Blackrock, and Passage‡	6	1,556	2,234	527	1,504	736	572	- -	25	1	38
Downpatrick, Dundrum, and Newcastle	*Worked by the Belfast and County Down.*										
Dublin and Antrim Junction	*Worked by the Ulster.*										
Dublin and Kingstown	*Leased to the Dublin, Wicklow, and Wexford.*										
Dublin and Meath	*Worked by the Midland Great Western of Ireland.*										
Dublin, Wicklow, and Wexford (Including the "Dublin and Kingstown.")	122	23,418	26,975	8,787	25,408	6,829	9,215	- -	155	126	1,022
Dundalk, Newry, and Greenore	13	1,434	2,081	140	5,150	635	131	- -	7,077	206	144
Enniskillen, Bundoran, and Sligo	*Worked by the Irish North-Western.*										
Fermoy and Lismore	*Worked by the Great Southern and Western of Ireland.*										
Finn Valley	13	572	1,151	92	1,022	387	51	- -	- -	9	6
Great Northern and Western of Ireland	*Worked by the Midland Great Western of Ireland.*										
Great Southern and Western of Ireland (Including the "Fermoy and Lismore" and the "Parsonstown and Portumna Bridge.")	465	120,265	108,945	30,569	86,099	9,517	23,961	- -	786	3,217	1,029
Irish North-Western (Including "Clones and Cavan Extension," "Enniskillen, Bundoran, and Sligo," and "Londonderry and Enniskillen.")	182	24,708	29,351	5,870	19,191	4,386	2,811	- -	4,201	1,091	879
Kilkenny Junction	*Worked by the Waterford and Central Ireland.*										
Londonderry and Enniskillen	*Leased to the Irish North-Western.*										
Londonderry and Lough Swilly§	12	1,090	1,499	187	1,400	356	61	- -	- -	14	2

* Line opened for traffic 26th March 1875. † Line opened for traffic 30th August 1875; the return refers to the period from the
‡ For the year ended 31st October 1875.

Rolling Stock, IRELAND, in 1875.

Expenses.	Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.	Total Receipts, as given in the Traffic Return, No. 2.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	Rolling Stock on 31st December 1875. Locomotives.	Carriages, Waggons, Trucks, &c. Carriages used for the Conveyance of Passengers only.	Other Vehicles attached to Passenger Trains.	Waggons of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggons used on the Railway, not included in the preceding Columns.	Total Number of Vehicles of all descriptions for Conveyance of Passengers, Live Stock, Ballast, &c.	Name of Company.
	£	£	£	£		*No.*	*No.*	*No.*	*No.*	*No.*	*No.*	
												Athenry and Ennis Junction.
												Athenry and Tuam.
-	-	-	1,574	5,048	31	3	-	-	145	2	147	Ballymena, Cushendall, and Redbay.
												Banbridge Junction.
												Banbridge, Lisburn, and Belfast.
-	59	45,044	54,178	9,134	83	14	52	12	308	- -	372	Belfast and County Down.
-	275	109,304	198,140	88,836	55	44	114	40	1,014	31	1,199	Belfast and Northern Counties.
-	34	4,446	2,823	1,623 Deficiency.	157	2	- -	- -	75	1	76	Belfast Central.
-	279	14,598	19,893	5,295	73	5	46	4	13	- -	63	Belfast, Holywood, and Bangor.
												Carrickfergus and Larne.
-	-	-	156	165	9	†	1	1	1	- -	- -	2	Castleisland.
550	528	22,182	36,716	14,534	60	8	13	10	112	3	138	Cork and Bandon.
												Cork and Kinsale Junction.
-	1,810	10,244	17,382	7,138	59	3	9	3	63	- -	75	Cork and Macroom Direct.
-	95	7,288	13,278	5,990	55	3	14	1	1	- -	16	Cork, Blackrock, and Passage.
												Downpatrick, Dundrum, and Newcastle.
												Dublin and Antrim Junction.
												Dublin and Kingstown.
												Dublin and Meath.
-	-	-	101,935	233,997	132,062	44	46	153	24	620	- -	797	Dublin, Wicklow, and Wexford.
-	232	17,230	15,113	2,117 Deficiency.	114	3	6	5	174	7	192	Dundalk, Newry, and Greenore.
												Enniskillen, Bundoran, and Sligo.
												Fermoy and Lismore.
-	46	3,336	5,895	2,559	57	- -	5	- -	27	2	34	Finn Valley.
												Great Northern and Western of Ireland.
-	8,149	392,537	721,641	329,104	54	139	272	149	2,278	192	2,891	Great Southern and Western of Ireland.
-	430	92,918	152,422	59,504	61	34	43	63	584	- -	700	Irish North-Western.
												Kilkenny Junction.
												Londonderry and Enniskillen.
-	772	5,381	6,846	1,465	79	3	11	2	28	- -	41	Londonderry and Lough Swilly.

of the opening of the line to 31st October 1875; the per-centage of working expenditure to gross receipts is therefore not given.

§ For the year ended 31st January 1876.

NAME OF COMPANY.	Length of Line in Miles open on 31st December 1875.	WORKING EXPENDITURE. Maintenance of Way, Works, &c.	Locomotive Power (including Stationary Engines).	Repairs and Renewals of Carriages and Waggons.	Traffic Expenses (Coaching and Merchandise).	General Charges.	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Ex-
	No.	£	£	£	£	£	£	£	£	£	£
Midland Great Western of Ireland (Including the "Dublin and Meath," "Great Northern and Western of Ireland," "Navan and Kingscourt," and "Sligo and Ballaghaderreen Junction.")	415	79,666	62,296	22,378	62,137	10,255	9,216	- -	2,703	2,244	2,33
Navan and Kingscourt	*Worked by the Midland Great Western of Ireland.*										
Newry and Armagh	22	1,408	3,664	244	3,194	1,477	92	- -	- -	44	20
Newry, Warrenpoint, and Rostrevor	6	891	2,020	436	1,652	332	75	- -	- -	161	1
Northern of Ireland (Including the "Banbridge Junction.")	138	30,908	34,274	7,380	20,255	6,024	6,371	- -	- -	282	73
Parsonstown and Portumna Bridge	*Worked by the Great Southern and Western of Ireland.*										
Portadown, Dungannon, and Omagh Junction	*Leased to the Ulster.*										
Rathkeale and Newcastle Junction	*Worked by the Waterford and Limerick.*										
Sligo and Ballaghaderreen Junction	*Worked by the Midland Great Western of Ireland.*										
Ulster (Including "Banbridge, Lisburn, and Belfast," "Dublin and Antrim Junction," and "Portadown, Dungannon, and Omagh Junction.")	140	28,854	28,881	7,201	29,462	6,363	5,415	- -	868	1,365	80
Waterford and Central Ireland* (Including the "Kilkenny Junction.")	60	9,599	7,841	1,704	7,291	1,519	830	- -	- -	14	4
Waterford and Limerick (Including the "Athenry and Ennis Junction," "Athenry and Tuam," and "Rathkeale and Newcastle Junction.")	202	26,241	23,183	5,486	24,597	6,003	4,219	- -	1,402	938	1,50
Waterford and Tramore	7	1,071	1,167	130	596	431	67	- -	- -	- -	-
Waterford, New Ross, and Wexford Junction	34	2,352	1,980	424	1,224	250	54	- -	-	5	1
West Cork	18	1,851	2,726	143	1,276	483	57	- -	- -	5	-
TOTAL IRELAND	2,148	416,589	393,122	111,223	339,176	68,808	70,270	- -	17,460	11,009	10,81

* For the year ended 29th September 1875.

Expenses.	Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.	Total Receipts, as given in the Traffic Return, No. 2.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	Rolling Stock on 31st December 1875. Locomotives.	Carriages, Waggons, Trucks, &c. Carriages used for the Conveyance of Passengers only.	Other Vehicles attached to Passenger Trains.	Waggons of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggons used on the Railway, not included in the preceding Columns.	Total Number of Vehicles of all descriptions for Conveyance of Passengers, Live Stock, Ballast, &c.	Name of Company.
£	£	£	£	£		*No.*	*No.*	*No.*	*No.*	*No.*	*No.*	
,527	- -	257,071	479,308	222,237	54	92	146	114	1,724	- -	1,984	Midland Great Western of Ireland.
												Navan and Kingscourt.
-	165	10,556	15,649	5,093	67	6	12	8	175	- -	195	Newry and Armagh.
-	- -	5,583	8,038	2,455	69	4	8	- -	81	1	90	Newry, Warrenpoint, and Rostrevor.
-	222	106,472	226,450	119,978	47	42	103	68	566	44	781	Northern of Ireland.
												Parsonstown and Portumna Bridge.
												Portadown, Dungannon, and Omagh Junction.
												Rathkeale and Newcastle Junction.
												Sligo and Ballaghaderreen Junction.
-	- -	109,218	219,268	110,050	50	39	81	42	883	20	1,026	Ulster.
-	1,462	30,305	48,528	18,223	62	11	26	12	179	- -	217	Waterford and Central Ireland.
-	143	93,778	171,230	77,452	55	29	60	38	609	- -	707	Waterford and Limerick.
-	- -	3,462	6,673	3,211	52	4	14	1	6	2	23	Waterford and Tramore.
-	- -	6,389	3,493	2,896 Deficiency.	183	{ Rolling stock supplied by the Great Southern and Western Railway Company.						Waterford, New Ross, and Wexford Junction.
-	- -	6,541	8,980	2,439	73	2	11	3	34	- -	48	West Cork.
4,377	14,701	1,457,548	2,671,154	1,213,606	55	537	1,205	605	9,699	305	11,814	Total Ireland.

RAILWAY RETURNS.—1875.

APPENDIX A.—SEASON AND PERIODICAL TICKETS.

STATEMENT of the RECEIPTS from each CLASS of SEASON and PERIODICAL TICKETS; including WORKMEN'S WEEKLY TICKETS with THIRD CLASS.

NOTE.—The Board of Trade are indebted to the Railway Companies for having voluntarily supplied the information given in the following Tables.

APPENDIX A.—RECEIPTS from SEASON and PERIODICAL TICKETS in 1875.—ENGLAND AND WALES.

Name of Company.	Receipts from Season and Periodical Tickets, including Workmen's Weekly Tickets.			
	First Class.	Second Class.	Third Class (including Workmen's Weekly Tickets).	Total.
	£	£	£	£
Aberdare	*Included in Taff Vale.*			
Abingdon	*Included in Great Western.*			
Anglesey Central	12	—	—	12
Aylesbury and Buckingham	—	—	—	—
Bala and Dolgelly	*Included in Great Western.*			
Barnoldswick	*Included in Midland.*			
Barnstaple and Ilfracombe	*Included in London and South-Western.*			
Bedford and Northampton	*Included in Midland.*			
Berks and Hants Extension	*Included in Great Western.*			
Birkenhead	*Included in Great Western and London and North-Western.*			
Bishop's Castle	—	—	—	—
Bishop's Waltham	*Included in London and South-Western.*			
Bodmin and Wadebridge	—	—	—	—
Brecon and Merthyr Tydfil Junction	30	15	—	45
Bridport	*Included in Great Western.*			
Bristol and Exeter (Including leased and worked lines, for the names of which see p. 54.)	3,479	1,697	—	5,176
Bristol and North Somerset	*Included in Great Western.*			
Bristol and Portishead Pier and Railway	262	106	—	368
Bristol Port Railway and Pier	—	—	—	—
Buckfastleigh, Totnes, and South Devon	*Included in South Devon.*			
Buckinghamshire	*Included in London and North-Western.*			
Buckley	*Included in Wrexham, Mold, and Connah's Quay.*			
Burry Port and Gwendreath Valley	—	—	—	—
Calne	*Included in Great Western.*			
Cambrian	169	327	—	496
Cannock Chase and Wolverhampton	—	—	—	—
Carmarthen and Cardigan	—	—	—	—
Central Wales and Carmarthen Junction	—	—	—	—
Cheshire Lines Committee	2,920	2,214	—	5,134
Chester and Holyhead	*Included in London and North-Western.*			
Cockermouth, Keswick, and Penrith	—	40	—	40
Colchester, Stour Valley, Sudbury, and Halstead	*Included in Great Eastern.*			
Coleford, Monmouth, Usk, and Pontypool	*Included in Great Western.*			
Colne Valley and Halstead	—	—	—	—
Cornwall	447	597	—	1,044
Cornwall Minerals (Including leased and worked lines, for the names of which see p. 54.)	—	—	—	—
Corris	—	—	—	—
Corwen and Bala	*Included in Great Western.*			
Cowbridge	*See p. 7.*			
Cowes and Newport	11	28	—	39
Croesor and Portmadoc	—	—	—	—
Cromford and High Peak	*Included in London and North-Western.*			
Dare Valley	*Included in Taff Vale.*			
Denbigh, Ruthin, and Corwen	—	—	—	—
Devon and Somerset	*Included in Bristol and Exeter.*			
Dowlais (Including the "Dowlais Extension.")	—	—	—	—

APPENDIX A.—RECEIPTS from SEASON and PERIODICAL TICKETS in 1875.—ENGLAND and WALES.—*cont.*

NAME OF COMPANY.	RECEIPTS from SEASON and PERIODICAL TICKETS, including WORKMEN'S WEEKLY TICKETS.			
	First Class.	Second Class.	Third Class (including Workmen's Weekly Tickets).	TOTAL.
	£	£	£	£
East and West Junction	—	—	—	—
East Cornwall Mineral	—	—	—	—
East Gloucestershire	*Included in Great Western.*			
East Lincolnshire	*Included in Great Northern.*			
East London	*Included in London, Brighton, and South Coast.*			
East Norfolk	*Included in Great Eastern.*			
Ely, Haddenham, and Sutton	*Included in Great Eastern.*			
Ely Valley	*Included in Great Western.*			
Evesham and Redditch	*Included in Midland.*			
Exeter and Crediton	*Included in London and South-Western.*			
Faringdon	*Included in Great Western.*			
Festiniog	23	62	—	85
Festiniog and Blaenau *	—	—	451	451
Forcett	—	—	—	—
Forest of Dean Central	*Included in Great Western.*			
Furness	961	936	—	1,897
Garstang and Knot End	—	—	—	—
Gorsedda Junction and Portmadoc	—	—	—	—
Great Eastern (Including leased and worked lines, for names of which see p. 56.)	37,045	33,413	4,491	74,949
Great Marlow	*No Return.*			
Great Northern (Including leased and worked lines, for names of which see p. 56.)	*Cannot be given.*			
Great North of England, Clarence and Hartlepool Junction	*Included in North-Eastern.*			
Great Western † (Including leased or worked lines, for names of which see p. 56.)	25,149	23,085	244	48,478
Gwendraeth Valleys	—	—	—	—
Hammersmith and City Junction	*Included in Great Western and Metropolitan.*			
Harborne	*Included in London and North-Western.*			
Hatfield and St. Albans	*Included in Great Northern.*			
Hayling Railways	*Included in London, Brighton, and South Coast.*			
Hereford, Hay, and Brecon	*Included in Midland.*			
Hexham and Allendale	—	—	—	—
Holme and Ramsey	*Included in Great Northern.*			
Horncastle	*Included in Great Northern.*			
Hoylake and Birkenhead Railway and Tramway	39	561	—	600
Hunstanton and West Norfolk	*Included in Great Eastern.*			
Isle of Wight	*No Return.*			
Isle of Wight (Newport Junction)	48	67	1	116
Keighley and Worth Valley	*Included in Midland.*			
Kendal and Windermere	*Included in London and North-Western.*			
Kettering, Thrapstone, and Huntingdon	*Included in Midland.*			
King's Lynn Dock	—	—	—	—
Kington and Eardisley	*Included in Great Western.*			
Lancashire and Yorkshire (Including leased and worked lines, for names of which see p. 58.)	57,626	23,158	3,952	84,736
Lancashire Union	*Included in London and North-Western.*			
Lancaster and Carlisle	*Included in London and North-Western.*			
Leominster and Kington	*Included in Great Western.*			
Liskeard and Caradon	—	—	—	—
Liskeard and Looe Union Railway and Canal	*Included in Liskeard and Caradon.*			
Llanelly Railway and Dock	*Included in Great Western.*			
Llangollen and Corwen	*Included in Great Western.*			

* For the year ended 29th February 1876.

† For the year ended 31st January 1876.

APPENDIX A.—RECEIPTS from SEASON and PERIODICAL TICKETS in 1875.—ENGLAND and WALES—*cont.*

NAME OF COMPANY.	RECEIPTS from SEASON and PERIODICAL TICKETS, including WORKMEN'S WEEKLY TICKETS.			
	First Class.	Second Class.	Third Class (including Workmen's Weekly Tickets).	TOTAL.
	£	£	£	£
Llantrissant and Taff Vale Junction	*Included in Taff Vale.*			
Llynvi and Ogmore	*Included in Great Western.*			
London and Blackwall	*Included in Great Eastern.*			
London and Greenwich	*Included in South-Eastern.*			
London and North-Western (Including leased and worked lines, for names of which see p. 58.)	41,714	47,875	1,445	91,034
London and South-Western (Including leased and worked lines, for names of which see p. 58.)	71,861	29,094	2,705	103,660
London, Brighton, and South Coast (Including leased and worked lines, for names of which see p. 58.)	76,332	47,362	448	124,142
London, Chatham, and Dover (Including leased and worked lines, for names of which see p. 58.)	29,506	26,125	3,044	58,675
Londonderry (Seaham to Sunderland)	55	69	5	129
London, Tilbury, and Southend	1,883	1,091	—	2,974
Longton, Adderley Green, and Bucknall	*Included in North Staffordshire.*			
Lostwithiel and Fowey	—	—	—	—
Louth and Lincoln	*Included in Great Northern.*			
Lowestoft Railway and Harbour	*Included in Great Eastern.*			
Ludlow and Clee Hill	*Included in Great Western and London and North-Western.*			
Lymington	*Included in South-Western.*			
Macclesfield Committee	21	52	—	73
Manchester and Milford	—	5	—	5
Manchester, Sheffield, and Lincolnshire	6,566	5,733	1,253	13,192
Manchester, South Junction and Altrincham	17,450	1,083	—	18,533
Marlborough	*Included in Great Western.*			
Maryport and Carlisle	201	319	215	735
Mawddwy	—	2	5	7
Mellis and Eye	*Included in Great Eastern.*			
Merrybent and Darlington	—	—	—	—
Methley Joint Railway	14	17	3	34
Metropolitan (Including leased and worked lines, for names of which see p. 60.)	11,284	15,026	271	26,581
Metropolitan and St. John's Wood	*Included in Metropolitan.*			
Metropolitan District	7,699	7,313	24	15,036
Mid-Hants	*Included in London and South-Western.*			
Mid-Kent (Bromley to St. Mary's Cray)	*Included in London, Chatham, and Dover.*			
Midland (Including leased and worked lines, for names of which see p. 60.)	39,785	—	16,817	56,602
Midland and Eastern	*Included in Great Northern and Midland.*			
Mid Wales	43	22	2	67
Milford	*Included in Great Western.*			
Minehead	*Included in Bristol and Exeter.*			
Mold and Denbigh Junction	*Included in London and North-Western.*			
Monmouthshire Railway and Canal	*Included in Great Western.*			
Much Wenlock and Severn Junction	*Included in Great Western.*			
Muswell Hill Estate	*Included in Great Northern.*			
Nantwich and Market Drayton	*Included in Great Western.*			
Neath and Brecon	—	—	—	—
Newport Pagnell	*Included in London and North-Western.*			
Newquay and Cornwall Junction	*Included in Cornwall Minerals.*			
Northampton and Banbury Junction	22	—	—	22
North and South Western Junction	2	10	—	12
North-Eastern (Including leased and worked lines, for names of which see p. 60.)	23,955	15,020	12,749	51,724
Northern and Eastern	*Included in Great Eastern.*			
North London	13,599	12,466	2,405	28,470
North Staffordshire (Including leased and worked lines, for names of which see p. 60.)	1,868	1,789	1,569	5,226
North Union	*Included in Lancashire and Yorkshire and London and North-Western.*			
Norwich and Spalding	*Included in Great Northern and Midland.*			
Nottingham and Grantham Railway and Canal	*Included in Great Northern.*			

APPENDIX A.—RECEIPTS from SEASON and PERIODICAL TICKETS in 1875.—ENGLAND and WALES.—*cont.*

NAME OF COMPANY.	RECEIPTS from SEASON and PERIODICAL TICKETS, including WORKMEN'S WEEKLY TICKETS.			
	First Class.	Second Class.	Third Class (including Workmen's Weekly Tickets).	TOTAL.
	£	£	£	£
Oldham, Ashton-under-Lyne, and Guide Bridge Junction	100	142	1,907	2,149
Pembroke and Tenby	32	37	40	109
Penarth Harbour, Dock, and Railway	*Included in Taff Vale.*			
Peterborough, Wisbeach, and Sutton	*Included in Midland.*			
Pontypool, Caerleon, and Newport	*Included in Great Western.*			
Poole and Bournemouth	*Included in London and South-Western.*			
Potteries, Shrewsbury, and North Wales	8	—	—	8
Preston and Wyre	*Included in Lancashire and Yorkshire and London and North-Western.*			
Ravenglass and Eskdale	—	—	—	—
Redruth and Chasewater	—	—	—	—
Rhymney	32	60	5	97
Ross and Monmouth	*Included in Great Western.*			
Royston and Hitchin	*Included in Great Northern.*			
Saffron Walden	*Included in Great Eastern.*			
St. Austell and Pentewan Railway, Harbour, and Dock	—	—	—	—
Salisbury and Dorset Junction	*Included in London and South-Western.*			
Salisbury and Yeovil	*Included in London and South-Western.*			
Salisbury Railway and Market House	*Included in London and South-Western.*			
Saundersfoot Railway and Harbour	—	—	—	—
Scotswood, Newburn, and Wylam Railway and Dock	—	—	—	—
Seaton and Beer	*Included in London and South-Western.*			
Sevenoaks, Maidstone, and Tunbridge	*Included in London, Chatham, and Dover.*			
Severn and Wye Railway and Canal*	—	—	—	—
Sheffield and Midland Committee	564	492	57	1,113
Shrewsbury and Hereford	*Included in Great Western and London and North-Western.*			
Shropshire Union Railways and Canal	*Included in London and North-Western.*			
Sidmouth	*Included in London and South-Western.*			
Sirhowy	36	—	—	36
Somerset and Dorset	*Cannot be given.*			
South Devon (Including leased and worked lines, for names of which see p. 62.)	1,279	2,307	—	3,586
South Eastern (Including leased and worked lines, for names of which see p. 62.)	80,175	35,654	8,279	124,108
South Wales Mineral	—	—	—	—
Spilsby and Firsby	*Included in Great Northern.*			
Stafford and Uttoxeter	6	4	—	10
Staines, Wokingham, and Woking	*Included in London and South-Western.*			
Stamford and Essendine	*Included in Great Northern.*			
Stonehouse and Nailsworth	*Included in Midland.*			
Stratford-upon-Avon	*Included in Great Western.*			
Swansea Vale	*Included in Midland.*			
Taff Vale (Including leased and worked lines, for names of which see p. 62.)	1,053	887	10	1,950
Talyllyn*	—	—	—	—
Tees Valley	*Included in North-Eastern.*			
Tenbury	*Included in Great Western and London and North-Western.*			
Tendring Hundred	*Included in Great Eastern.*			
Tewkesbury and Malvern	*Included in Midland.*			
Thetford and Watton (Including leased and worked lines, for names of which see p. 62.)	—	—	—	—
Torbay and Brixham	—	15	—	15
Tottenham and Hampstead Junction	*Included in Great Eastern and Midland.*			
Trent, Ancholme, and Grimsby	37	5	18	60

* For the year ended 30th September 1875.

APPENDIX A.—RECEIPTS from SEASON and PERIODICAL TICKETS in 1875.—ENGLAND and WALES.—*cont.*

NAME OF COMPANY.	RECEIPTS from SEASON and PERIODICAL TICKETS, including WORKMEN'S WEEKLY TICKETS.			
	First Class.	Second Class.	Third Class (including Workmen's Weekly Tickets).	TOTAL.
	£	£	£	£
Vale of Llangollen	*Included in Great Western.*			
Vale of Towy	*Included in Great Western and London and North-Western.*			
Van	—	—	—	—
Wainfleet and Firsby	*Included in Great Northern.*			
Watford and Rickmansworth	*Included in London and North-Western.*			
Watlington and Princes Risborough	—	—	—	—
Watton and Swaffham	*Included in Thetford and Watton.*			
Wellington and Drayton	*Included in Great Western.*			
Wellington and Severn Junction	*Included in Great Western.*			
Wenlock	*Included in Great Western.*			
West Cornwall Committee	118	290	—	408
West London	*Included in Great Western, London and North-Western.*			
West London Extension	*Included in Great Western, London and North-Western, London and South-Western, and London, Brighton, and South Coast.*			
West Riding and Grimsby	*Cannot be given.*			
West Somerset	*Included in Bristol and Exeter.*			
West Somerset Mineral	—	—	—	—
Weymouth and Portland	*Included in Great Western and London and South-Western.*			
Whitehaven, Cleator, and Egremont (Including leased and worked lines, for names of which see p. 64.)	298	—	190	488
Whitland and Taff Vale	—	—	—	—
Witney	*Included in Great Western.*			
Wivenhoe and Brightlingsea	*Included in Great Eastern.*			
Wolverhampton and Walsall	*Included in London and North-Western.*			
Worcester, Bromyard, and Leominster	*Included in Great Western.*			
Wrexham, Mold, and Connah's Quay (Including leased and worked lines, for names of which see p. 64.)	—	—	—	—
TOTAL ENGLAND AND WALES for Companies making Returns	555,819	336,312	62,605	954,736
Add Total Receipts for Periodical Tickets of all Classes, for Companies not making Returns	—	—	—	49,929
TOTAL ENGLAND AND WALES	-	-	-	1,004,665

APPENDIX A.—RECEIPTS from SEASON and PERIODICAL TICKETS in 1875.—SCOTLAND.

Name of Company.	Receipts from Season and Periodical Tickets, including Workmen's Weekly Tickets.			
	First Class.	Second Class.	Third Class (including Workmen's Weekly Tickets).	Total.
	£	£	£	£
Aboyne and Braemar	*Included in Great North of Scotland.*			
Arbroath and Forfar	*Included in Caledonian.*			
Ayr and Maybole	*Included in Glasgow and South-Western.*			
Berwickshire	*Included in North British.*			
Blane Valley	*Included in North British.*			
Busby	*Included in Caledonian.*			
Caledonian (Including leased and worked lines, for names of which see p. 66.)	28,416	3,879	6,841	39,136
Callander and Oban	*Included in Caledonian.*			
Carlisle and Silloth Bay	*Included in North British.*			
City of Glasgow Union	440	73	116	629
Deeside	*Included in Great North of Scotland.*			
Deeside Extension	*Included in Great North of Scotland.*			
Dingwall and Skye	*Included in Highland.*			
Duke of Sutherland's	*Included in Highland.*			
Dundee and Newtyle	*Included in Caledonian.*			
Edinburgh and Bathgate	*Included in North British.*			
Edinburgh, Loanhead, and Roslin	*Included in North British.*			
Findhorn. *See* p. 39.				
Forth and Clyde Junction	*Included in North British.*			
Glasgow and South-Western (Including leased and worked lines, for names of which see p. 66.)	9,350	2,494	2,972	14,816
Glasgow, Barrhead, and Neilston Direct	*Included in Caledonian and Glasgow and South-Western.*			
Glasgow, Garnkirk, and Coatbridge	*Included in Caledonian.*			
Great North of Scotland (Including leased and worked lines, for names of which see p. 66.)	5,176	—	3,289	8,465
Greenock and Wemyss Bay	*Included in Caledonian.*			
Highland* (Including leased and worked lines, for names of which see p. 66.)	1,971	—	1,197	3,168
Kilmarnock and Troon	*Included in Glasgow and South-Western.*			
Lesmahagow	*Included in Caledonian.*			
Leven and East of Fife	36	71	85	192
Montrose and Bervie	*Included in Caledonian.*			
Morayshire	*Included in Great North of Scotland.*			
North British (Including leased and worked lines, for names of which see p. 66.)	29,843	4,388	4,165	38,396
Peebles	*Included in North British.*			
Penicuik	*Included in North British.*			
Port Carlisle Dock and Railway	*Included in North British.*			
Port Patrick	*Included in Caledonian.*			
St. Andrews	*Included in North British.*			
Solway Junction	*Included in Caledonian.*			
Sutherland	*Included in Highland.*			
Sutherland and Caithness	*Included in Highland.*			
Whiteinch	*Included in North British.*			
Wigtownshire	*No Return.*			
Total Scotland†	75,232	10,905	18,665	104,802

Note.—The financial year of the Scotch Railway Companies, except where otherwise stated, ended on the 31st January 1876.

* For the year ended 29th February 1876

† Exclusive of receipts from periodical tickets on the Wigtownshire line.

APPENDIX A.—RECEIPTS from SEASON and PERIODICAL TICKETS in 1875.—IRELAND.

Name of Company.	Receipts from Season and Periodical Tickets, including Workmen's Weekly Tickets.			
	First Class.	Second Class.	Third Class (including Workmen's Weekly Tickets).	Total.
	£	£	£	£
Athenry and Ennis Junction	*Included in Waterford and Limerick.*			
Athenry and Tuam	*Included in Waterford and Limerick.*			
Ballymena, Cushendall, and Redbay	—	—	—	—
Banbridge Junction	*Included in Northern of Ireland.*			
Banbridge, Lisburn, and Belfast	*Included in Ulster.*			
Belfast and County Down (Including leased and worked lines, for names of which see p. 68.)	983	976	—	1,959
Belfast and Northern Counties (Including leased and worked lines, for names of which see p. 68.)	1,703	1,689	34	3,426
Belfast Central	—	—	—	—
Belfast, Holywood, and Bangor	3,130	996	—	4,126
Carrickfergus and Larne	*Included in Belfast and Northern Counties.*			
Castleisland	—	—	—	—
Cork and Bandon (Including leased and worked lines, for names of which see p. 68.)	—	205	—	205
Cork and Kinsale Junction	*Included in Cork and Bandon.*			
Cork and Macroom Direct	12	94	122	228
Cork, Blackrock, and Passage*	1,443	550	19	2,012
Downpatrick, Dundrum, and Newcastle	*Included in Belfast and County Down.*			
Dublin and Antrim Junction	*Included in Ulster.*			
Dublin and Kingstown	*Included in Dublin, Wicklow, and Wexford.*			
Dublin and Meath	*Included in Midland Great Western of Ireland.*			
Dublin, Wicklow, and Wexford (Including leased and worked lines, for names of which see p. 68.)	9,844	11,378	—	21,222
Dundalk, Newry, and Greenore	—	—	—	—
Enniskillen, Bundoran, and Sligo	*Included in Irish North-Western.*			
Fermoy and Lismore	*Included in Great Southern and Western.*			
Finn Valley	—	24	—	24
Great Northern and Western of Ireland	*Included in Midland Great Western of Ireland.*			
Great Southern and Western of Ireland (Including leased and worked lines, for names of which see p. 68.)	180	162	—	342
Irish North-Western (Including leased and worked lines, for names of which see p. 68.)	180	535	—	715
Kilkenny Junction	*No Return.*			
Londonderry and Enniskillen	*Included in Irish North-Western.*			
Londonderry and Lough Swilly†	79	85	29	193
Midland Great Western of Ireland (Including leased and worked lines, for names of which see p. 70.)	681	207	—	888
Navan and Kingscourt	*Included in Midland Great Western of Ireland.*			
Newry and Armagh	18	19	39	76
Newry, Warrenpoint, and Rostrevor	152	98	—	250
Northern of Ireland	824	738	—	1,562
Parsonstown and Portumna Bridge	*Included in Great Southern and Western.*			
Portadown, Dungannon, and Omagh Junction	*Included in Ulster.*			
Rathkeale and Newcastle Junction	*Included in Waterford and Limerick.*			
Sligo and Ballaghaderreen Junction	*Included in Midland Great Western of Ireland.*			
Ulster (Including leased and worked lines, for names of which see p. 70.)	1,192	1,288	—	2,480
Waterford and Central Ireland‡ (Exclusive of Kilkenny Junction.)	78	387	—	465
Waterford and Limerick (Including leased and worked lines, for names of which see p. 70.)	109	453	—	562
Waterford and Tramore	531	—	—	531
Waterford, New Ross, and Wexford Junction	—	—	—	—
West Cork	42	10	22	74
Total Ireland§	21,181	19,894	265	41,340

* For the year ended 31st October 1875. † For the year ended 31st January 1876. ‡ For the year ended 29th September 1875.
§ Exclusive of receipts for periodical tickets on the Kilkenny Junction line.

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For Her Majesty's Stationery Office.

RAILWAYS.

SESSION 1876.

REPORT by the BOARD of TRADE on the Applications made during the Year 1875 under "The Railway Companies Powers Act, 1864," and of the Proceedings of the Board of Trade with respect thereto.

APPLICATIONS for Certificates under "The Railway Companies Powers Act, 1864," were made during the year 1875 by the following Railway Companies, viz.:—

I.—*The Cockermouth, Keswick, and Penrith Railway Company,*

Who applied for authority to raise 25,000 *l.* by new ordinary or new preference shares or stock, or by both of those modes, and 8,000 *l.* by borrowing on mortgage, with power to create debenture stock.

II.—*The Culm Valley Light Railway Company,*

Who applied for authority to raise 7,000 *l.* by new shares or new stock, either ordinary or preference, or partly ordinary and partly preference, or partly in that mode and partly by borrowing on mortgage, with power to create debenture stock. The Company subsequently applied to amend the draft certificate so as to authorise the Company to raise 10,000 *l.* by shares or stock and 3,000 *l.* by loan.

III.—*The Isle of Wight Railway Company,*

Who applied for authority to raise 50,000 *l.* by ordinary stock, and 16,000 *l.* by debentures or debenture stock.

IV.—*The North Staffordshire Railway Company,*

Who applied for authority to raise 250,000 *l.* by new ordinary shares or new ordinary stock, or new preference shares or new preference stock, or by all, or partly by one and partly by other or others of those modes, and 83,000 *l.* by mortgage or debenture stock.

V.—*The Ravenglass and Eskdale Railway Company,*

Who applied for authority to raise 12,000 *l.* by new shares or new stock, either ordinary or preference, or partly ordinary and partly preference, and 4,000 *l.* by borrowing on mortgage, with power to create debenture stock.

VI.—*The Ryde and Newport Railway Company,*

Who applied for authority to raise 30,000 *l.* by ordinary or preference shares, and 10,000 *l.* by debentures or debenture stock.

VII. – *The Severn and Wye Railway and Canal Company,*

Who applied for authority to raise 30,000 *l.* by new shares or new stock, either ordinary or preference, or partly ordinary and partly preference, and by mortgage 10,000 *l.*, with power to issue debenture stock; and for an extension of time for the sale of superfluous lands.

In two only of these seven applications were any objections raised :—

(1.) In the case of the Isle of Wight Railway Company, a shareholder holding 1,000 *l.* ordinary stock objected that the amount of capital already expended upon the railway was excessive.

(2.) In the case of the Ravenglass and Eskdale Railway Company, a contractor, who appeared to have accepted payment for the construction of the line partly in fully paid-up shares, objected to the issue of new capital unless conditions were inserted in the certificate which would ensure for his shares an equally advantageous position with any additional capital, whether raised by preference shares or otherwise.

In the case of the Severn and Wye Railway and Canal Company, the Company having failed to serve upon the owners of adjoining lands the notice required by No. 8 of the General Rules annexed to the Act, the clauses extending the time for the sale of superfluous lands were withdrawn by the promoters.

In the case of the Isle of Wight Railway Company the Board of Trade were unable to regard the objection made as sufficient.

In the case of the Ravenglass and Eskdale Railway Company the Board of Trade considered that as the objector had made his own terms with the Company, the conditions asked for should not be inserted.

The several requirements of the Act having been duly complied with in the above cases, and the Board of Trade having been satisfied that the members of the Company had in each case approved of the applications in the same manner as would be required under the Standing Orders of Parliament in the case of a Bill, and in the case of the Culm Valley Light Railway, that the amended certificate had been submitted to and duly approved by a second special meeting called for the purpose, and no objections, other than those above referred to, having been made to any of the applications, the draft certificates were settled by the Board of Trade and laid before both Houses of Parliament at the following dates :—

Isle of Wight Railway and North Staffordshire Railway -	8th February.
Ryde and Newport Railway and Severn and Wye Railway	15th February.
Cockermouth, Keswick, and Penrith Railway - -	16th March.
Ravenglass and Eskdale Railway - - - - -	
Culm Valley Light Railway - - - - - -	20th March.

If neither House of Parliament within six weeks from these respective dates resolve that any of these certificates ought not to be made, then at the expiration of the respective periods the Board of Trade will make and issue certificates in conformity with the drafts, and cause them to be published in the London Gazette.

T. H. Farrer,
Secretary to the Board of Trade.

Board of Trade,
20 March 1876.

RAILWAYS.

SESSION 1876.

REPORT by the BOARD of TRADE on the Applications made during the Year 1875, under "The Railway Companies Powers Act, 1864," and of the Proceedings of the Board of Trade with respect thereto.

(Presented pursuant to Act of Parliament.)

Ordered, by The House of Commons, *to be Printed,*
23 *March* 1876.

124. *Under* 1 *oz.*

RAILWAYS (SHARE AND LOAN CAPITAL).

RETURN to an Order of the Honourable The House of Commons, dated 20 June 1876;—*for*,

ETURN "of CAPITAL in SHARES and by LOANS respectively proposed to be raised by RAILWAY and other BILLS brought before PARLIAMENT in the present Session, and the Aggregate Amount of such Capital and Loans; together with the Gross Aggregate Returns for the previous Ten Years."

TITLE OF BILL.	Proposed Capital.		
	By Shares.	By Loans.	TOTAL.
	£.	£.	£.
Alexandra (Newport) Dock	—	—	—
Alexandra Palace Railway	230,000	76,600	306,600
Allan Glen's Institution, Glasgow	—	—	—
Anglesey Central Railway	—	—	—
Assam Company	—	—	—
Ballymena and Larne Railway	—	—	—
Banbury and Cheltenham Direct Railway	—	—	—
Belfast and County Down Railway	46,550	—	46,550
Belfast, Holywood, and Bangor Railway	—	150,000	150,000
Bideford and Westward Ho Light Railway	30,000	10,000	40,000
Blackrod Gas	20,000	5,000	25,000
Blackrod Local Board	—	20,000	20,000
Blyth Valley Railway	45,000	15,000	60,000
Bodmin and Wadebridge, and Delabole Railway	—	—	—
Bodmin and Wadebridge Railway	—	—	—
Bolton Junction Railway	600,000	200,000	800,000
Bolton-le-Sands, Warton and Silverdale Reclamation	—	—	—
Bousfield's Patent	—	—	—
Braceborough Water	64,000	16,000	80,000
Bridgewater Water	6,000	1,500	7,500
Brighton Borough Extension of Municipal to Parliamentary Limits.	—	—	—
Brighton Pavilion	—	—	—
Bristol Joint Station	50,000	16,666	66,666
Bristol United Gas	—	—	—
British Gas Light Company (Hull Station)	80,000	20,000	100,000
Bromley Direct Railway	—	—	—
Bundoran and Sligo Railway	70,000	35,000	105,000
Burnham Tidal Harbour	38,000	12,600	50,600
Burntisland Burgh	—	35,000	35,000
Burntisland Direct Mineral Railway	175,000	58,300	233,300
Burry Port and North Western Junction Railway	93,000	31,000	124,000
Caledonian Railway (Additional Powers)	600,000	200,000	800,000
Caledonian Railway (Grangemouth Harbour)	235,000	78,300	313,300
Camelford, Altarnun, and Launceston Railway	250,000	83,333	333,333
Campbeltown Burgh and Harbour	—	30,000	30,000
Caterham and Godstone Valley Railway	120,000	40,000	160,000
Central Norfolk (Light) Railway	200,000	66,666	266,666
Charnwood Forest Railway	30,000	10,000	40,000
Chesterfield Borough Extension and Improvement	—	—	—
Chesterfield Water and Gas	120,000	30,000	150,000
Chichester and Midhurst Railway	150,000	50,000	200,000
Cleator and Workington Junction Railway	150,000	50,000	200,000
Cleveland Water	120,000	30,000	150,000
Colne Valley Gas	20,000	5,000	25,000
Colney Hatch Gas	40,000	10,000	50,000
Coombe Hill Canal Navigation	—	—	—
Cornwall Mineral and Bodmin and Wadebridge Junction Railway.	—	—	—
Cornwall Minerals and Lostwithiel and Fowey Railways	21,000	7,000	28,000

Title of Bill.	Proposed Capital.		
	By Shares.	By Loans.	Total.
	£.	£.	£.
49. Derby Gas	140,000	35,000	175,000
50. Dewsbury and Heckmondwike Water	—	180,000	180,000
51. Didcot, Newbury, and Southampton Junction Railway	—	—	—
52. Dublin (City) Steam Packet Company	—	—	—
53. Dublin Port and Docks Board	—	130,000	130,000
54. Dublin, South, City Markets	200,000	66,000	266,000
55. Dudley and Oldbury Junction Railway	—	—	—
56. Dudley and Oldbury Junction Railway (Abandonment)	—	—	—
57. Dunfermline Water	—	70,000	70,000
58. East Cornwall Mineral Railway	200,000	66,660	266,660
59. East London Ferry, Roads, and Tramways	60,000	20,000	80,000
60. East London Railway	—	—	—
61. East Norfolk Railway	70,000	23,300	93,300
62. Edinburgh and District Water	—	50,000	50,000
63. Edinburgh Improvement	—	—	—
64. Ely, Haddenham, and Sutton Railway	60,000	20,000	80,000
65. Ennis and West Clare Railway	—	—	—
66. Enniskillen and Bundoran Extension Railway	70,000	35,000	105,000
67. Erwood Bridge	3,000	1,000	4,000
68. Felixstowe Railway and Pier	40,000	13,300	53,300
69. Flookersbrook Improvement	—	—	—
70. Folkestone Gas	60,000	15,000	75,000
71. Forth Bridge Railway	—	—	—
72. Forth, South Foreshore Reclamation	—	—	—
73. Furness Railway	600,000	200,000	800,000
74. Galashiels Municipal Extension Police and Water	—	60,000	60,000
75. Gas Light and Coke Company	—	—	—
76. Glasgow and Kilmarnock Joint Line and Caledonian Railway	—	—	—
77. Glasgow and South Western Railway	500,000	50,000	550,000
78. Glasgow (City) Union Railway	550,000	—	550,000
79. Golden Valley Railway	60,000	20,000	80,000
80. Gorleston and Southdown Gas	25,000	6,222	31,222
81. Gorsedda Junction and Portmadoc Railways	10,000	3,333	13,333
82. Goux's Patent	—	—	—
83. Great Eastern Railway	450,000	190,000	640,000
84. Great Northern London Cemetery	—	—	—
85. Great Northern Railway	—	—	—
86. Great North of Scotland Railway	—	—	—
87. Great Southern and Western Railway	—	100,000	100,000
88. Great Western, and Bristol and Exeter Railway Companies	—	—	—
89. Great Western Railway	450,000	150,000	600,000
90. Great Yarmouth and Stalham (Light) Railway	98,000	32,600	130,600
91. Greencastle and Kilkeel Railway and Pier	45,000	15,000	60,000
92. Halesowen and Bromsgrove Branch Railways	57,000	19,000	76,000
93. Halifax Water and Gas Extension	—	400,000	400,000
94. Hall's Patent	—	—	—
95. Horncastle Gas	11,000	2,750	13,750
96. Hornsea Pier	40,000	10,000	50,000
97. Hounslow and Metropolitan Railway	330,000	110,000	440,000
98. Hove Extension and Improvement	—	—	—
99. Huddersfield Water and Improvement	—	900,000	900,000
100. Humber Conservancy	—	10,000	10,000
101. Imperial Gas	1,300,000	108,000	1,408,000
102. Ivel Navigation	—	—	—
103. Kildwick Parish Gas	30,000	7,500	37,500
104. Kilsyth and Falkirk Railway	150,000	50,000	200,000
105. Kirkcaldy Burgh and Harbour	—	20,000	20,000

Title of Bill.	Proposed Capital.		
	By Shares.	By Loans.	Total.
	£.	£.	£.
106. Lancashire and Yorkshire Railway	1,500,000	500,000	2,000,000
107. Lancaster Water and Improvements	-	50,000	50,000
108. Leeds School Board	—	—	—
109. Leicester Improvement	—	—	—
110. Leigh and Hindley Local Boards	-	125,000	125,000
111. Letterkenny Railway	—	—	—
112. Leven Harbour	25,000	8,300	33,300
113. Lincoln City Commons	—	—	—
114. Littlehampton Water	10,000	2,500	12,500
115. Liverpool Tramways	—	—	—
116. Llandudno Improvement	-	70,000	70,000
117. Llandudno Water and Gas	50,000	12,500	62,500
118. Llanfyllin and Llangynog Railway	—	—	—
119. Llynvi and Ogmore, and Cardiff and Ogmore Valley Railway Companies.	—	—	—
120. London and Blackwall Railway	—	—	—
121. London and North Western Railway (New Lines, &c.)	1,551,000	515,800	2,066,800
122. London and North Western Railway (Sirhowy Railway Transfer).	—	—	—
123. London and Southwark Arcade Bridges	160,000	40,000	200,000
124. London and South Western, Midland, and Somerset and Dorset Railway Companies.	200,000	66,666	266,666
125. London and South Western Railway (Exeter and Crediton, and North Devon Railways).	48,525	-	48,525
126. London and South Western Railway (Various Powers)	240,000	80,000	320,000
127. London and Tilbury, Dartford and Kent Coast Junction Railway.	510,000	170,000	680,000
128. London, Brighton, and South Coast, and Tunbridge Wells and Eastbourne Railway Companies.	200,000	66,666	266,666
129. London, Brighton, and South Coast Railway (Various Powers)	—	—	—
130. London, Chatham, and Dover Railway	500,000	-	500,000
131. Lyme Regis Railway	—	—	—
132. Lynn and Fakenham Railway	150,000	50,000	200,000
133. Maidenhead District Gas	36,800	9,200	46,000
134. Manchester and Milford Railway	—	—	—
135. Manchester, Sheffield, and Lincolnshire Railway	1,000,000	333,300	1,333,300
136. Manchester South District Railway	—	—	—
137. Margate (New) Railways	120,000	40,000	160,000
138. Merionethshire Railway	—	—	—
139. Mersey Docks and Harbour Board	—	—	—
140. Mersey Railway	350,000	116,000	466,000
141. Merthyr Tydfil and Rhondda Valley Junction Railway	300,000	100,000	400,000
142. Methodist Conference	—	—	—
143. Metropolitan and Brighton Railway	2,100,000	700,000	2,800,000
144. Metropolitan Board of Works	—	—	—
145. Metropolitan Inner Circle Completion Railway	—	—	—
146. Metropolitan Railway	1,059,000	233,333	1,292,333
147. Mid-Hants Railway	—	—	—
148. Midland and Alexandra Park Railway	150,000	50,000	200,000
149. Midland Counties and Shannon Junction Railway	—	—	—
150. Midland Railway (Further Powers)	975,000	325,000	1,300,000
151. Midland Railway (New Works, &c.)	1,950,000	650,000	2,600,000
152. Mid-Wales Railway	—	—	—
153. Milner's Patent	—	—	—
154. Monmouthshire Railway and Canal	105,000	35,000	140,000
155. National Assurance Company of Ireland	—	—	—
156. Newcastle and Gateshead Water	360,000	90,000	450,000
157. Newcastle-upon-Tyne Quayside Lift	30,000	10,000	40,000
158. Newport (Isle of Wight) Borough	—	—	—
159. Newport (Monmouthshire) Improvement	-	60,000	60,000
160. New Shoreham Harbour	-	150,000	150,000
161. Norfolk Estuary	—	—	—
162. Northampton and Banbury Junction Railway Company and their Sureties.	—	—	—
163. North and South (Gravesend Tunnel) Junction Railway	400,000	133,333	533,333
164. North British Railway (Additional Works, &c.)	306,000	100,000	406,000
165. North British Railway (Burntisland Dock)	90,000	30,000	120,000
166. North British Railway (Fife Railways)	45,000	15,000	60,000
167. North Dublin Street Tramways	50,000	16,600	66,600
168. North Eastern Railway	1,000,000	332,000	1,332,000

Title of Bill.	Proposed Capital.		
	By Shares.	By Loans.	Total.
	£.	£.	£.
169. North East Worcestershire Water	78,000	19,500	97,500
170. Northern Union Railways of Ireland	500,000	166,650	666,650
171. North Metropolitan High Level Railway	800,000	266,666	1,066,666
172. North Staffordshire Railway	—	—	—
173. North Wales Narrow Gauge Railways	40,000	13,300	53,300
174. Norwich (City) Water	80,000	20,000	100,000
175. Oldbury Local Board of Health	-	100,000	100,000
176. Padiham and Hapton Local Board	-	20,000	20,000
177. Paisley Water	-	50,000	50,000
178. Pegwell Bay Reclamation	—	—	—
179. Penarth, Sully, and Cadoxton Railway	45,000	15,000	60,000
180. Peterhead Harbour	-	210,000	210,000
181. Plymouth Dock (Devonport) Water	40,000	30,000	70,000
182. Preston Tramways	15,000	5,000	20,000
183. Queenborough Harbour	-	5,000	5,000
184. Ramsgate Local Board	-	120,000	120,000
185. Ramsgate Water	34,000	12,250	46,250
186. Redcar and Coatham Gas	40,000	10,000	50,000
187. Rochester Bridge	—	—	—
188. Romford Canal Company	16,000	4,000	20,000
189. Romsey Extension and Improvement	-	2,500	2,500
190. Rossendale Union Gas	100,000	25,000	125,000
191. Rosstrevor Improvement	30,000	10,000	40,000
192. Royal Albert Hall	—	—	—
193. Ruthin and Cerrig-y-Druidion Railway	75,000	25,000	100,000
194. Ryde New Pier and Railway	100,000	33,300	133,300
195. Ryde Pier	54,000	18,000	72,000
196. Saint Werburgh's Church, Bristol	—	—	—
197. Scarborough Harbour	-	50,000	50,000
198. Scotswood, Newburn, and Wylam Railway and Dock	50,000	16,300	66,300
199. Scottish Equitable Life Assurance Society	—	—	—
200. Sevenoaks Gas	40,000	9,750	49,750
201. Severn Bridge and Forest of Dean Central Railway	21,000	7,000	28,000
202. Sheerness Pier Improvement	25,000	6,250	31,250
203. Shepton Mallet Water	2,800	700	3,500
204. Sidmouth Railway	130,000	43,300	173,300
205. Sillar's and Wigner's Patent	—	—	—
206. Sittingbourne and Maidstone Railway	230,000	79,650	309,650
207. Sittingbourne and Sheerness Railway	—	—	—
208. Slaithwaite Gas	30,000	7,500	37,500
209. Smethwick Local Board	-	500,000	500,000
210. Smith's Patent	—	—	—
211. South Alloa Dock	—	—	—
212. Southampton Docks	—	—	—
213. Southampton Gas Light and Coke	100,000	25,000	125,000
214. South Eastern Railway	500,000	166,666	666,666
215. Southern Railway	—	—	—
216. South Hants Water	50,000	12,500	62,500
217. South Metropolitan Gas Light and Coke	250,000	250,000	500,000
218. Southport Improvement	-	420,000	420,000
219. South Wales Atlantic Steam Ship Company	—	—	—
220. Southwark and Vauxhall Water	—	—	—
221. Southwold Railway	40,000	13,000	53,000
222. Spennymoor and Tudhoe Gas	50,000	12,500	62,500
223. Stafford Borough Extension	-	25,000	25,000
224. Stockton and Middlesbrough Corporations Water	-	1,200,000	1,200,000
225. Stockton and Middlesbrough Water	300,000	75,000	375,000
226. Stockton-on-Tees Markets	-	17,600	17,600
227. Stoke-upon-Trent Corporation	-	25,000	25,000
228. Stonehouse Pool Improvement	50,000	16,600	66,600
229. Stourbridge Western Railway	200,000	66,666	266,666
230. Sutton Bridge Dock	15,000	5,000	20,000
231. Sutton Gas	60,000	15,000	75,000
232. Sutton Pool Harbour	—	—	—
233. Swansea Harbour	—	—	—

Title of Bill.	Proposed Capital.		
	By Shares.	By Loans.	Total.
	£.	£.	£.
234. Temple and Warleggan Railway	90,000	30,000	120,000
235. Thames Floods Prevention	-	250,000	250,000
236. Thames (Tower) Tunnel	700,000	230,000	930,000
237. Thames Tunnel	—	—	—
238. Thanet Gas	33,000	8,250	41,250
239. Tipton Local Board	-	25,000	25,000
240. Truro and Newlyn Railway	90,000	30,000	120,000
241. Tunbridge Wells and Eastbourne Railways	72,000	24,000	96,000
242. Tunbridge Wells Gas	—	—	—
243. Turnham Green and Ealing Railway	100,000	33,000	133,000
244. Tyne Improvement	—	—	—
245. Ulster Extension Railway	200,000	100,000	300,000
246. Upper Inney Drainage	—	—	—
247. Upper Mersey Navigation	-	10,000	10,000
248. Uppingham Water	6,000	1,250	7,250
249. Vale of Clyde Tramways	—	—	—
250. Wakefield Commons Inclosure	-	3,000	3,000
251. Wakefield Water	80,000	20,000	100,000
252. Walsall Gas Purchase and Borough Extension	-	100,000	100,000
253. Walsall Improvement Commissioners Gas Purchase	-	100,000	100,000
254. Waterford and Limerick Railway	60,000	20,000	80,000
255. Waterford and Wexford Railway	—	—	—
256. Waterford, New Ross, and Wexford Junction Railway	50,000	15,000	65,000
257. West Brighton Water	50,000	12,000	62,000
258. West Bromwich Improvement	-	50,000	50,000
259. Westerham Valley Railway	100,000	33,000	133,000
260. Western Bank of Scotland	—	—	—
261. West Ham Local Board	—	—	—
262. West Kent Main Sewerage	—	—	—
263. West Riding and Lancashire Railways	1,967,000	655,000	2,622,000
264. West Surrey Railway	175,000	58,333	233,333
265. Whitehaven, Cleator, and Egremont Railway	120,000	40,000	160,000
266. Whitehaven Harbour and Town Improvement	-	40,000	40,000
267. Willesden Local Board	—	—	—
268. Wilts and Berks Canal	30,000	9,999	39,999
269. Wye Valley Railway	105,000	34,800	139,800
270. York New Water	60,000	15,000	75,000
Total £.	33,062,675	16,063,608	49,126,283
Amount of similar Return for 1866. No. of Bills 634	125,638,785	49,851,861	175,490,646
Ditto - ditto - 1867. Ditto - 321	24,947,447	17,691,328	42,638,775
Ditto - ditto - 1868. Ditto - 228	15,269,990	9,937,366	25,207,356
Ditto - ditto - 1869. Ditto - 212	17,756,335	11,465,371	29,221,706
Ditto - ditto - 1870. Ditto - 244	14,202,271	9,474,228	23,676,499
Ditto - ditto - 1871. Ditto - 280	18,827,365	10,891,825	29,719,190
Ditto - ditto - 1872. Ditto - 304	57,803,590	28,641,241	86,444,831
Ditto - ditto - 1873. Ditto - 334	60,112,250	26,781,693	86,893,943
Ditto - ditto - 1874. Ditto - 281	43,763,000	19,602,240	63,365,240
Ditto - ditto - 1875. Ditto - 266	29,746,194	20,198,113	49,944,307

Board of Trade, Whitehall Gardens,
18 July 1876.

T. H. FARRER.

RAILWAYS (SHARE AND LOAN CAPITAL).

RETURN of Capital in Shares and by Loans respectively proposed to be raised by the Railway and other Bills brought before Parliament in the present Session, and the Aggregate Amount of such Capital and Loans; together with the Gross Aggregate Returns for the previous Ten Years.

(*Sir Thomas Bazley.*)

Ordered, by The House of Commons, *to be Printed,*
20 *July* 1876.

367.

Under 1 *oz.*

RAILWAYS
(SIGNAL ARRANGEMENTS AND SYSTEMS OF WORKING).

RETURN

BY

RAILWAY COMPANIES IN THE UNITED KINGDOM

RELATIVE TO

(1.) The Interlocking and Concentrating of Signal and Point Levers, &c.,

AND TO

(2.) The System or Systems upon which the Lines of Railways under their Control are Worked,

ON 31ST DECEMBER 1875.

Presented to both Houses of Parliament by Command of Her Majesty.



LONDON:
PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.
FOR HER MAJESTY'S STATIONERY OFFICE.

1876.

[C.—1630.] *Price* 8½*d.*

RETURNS by RAILWAY COMPANIES in the UNITED KINGDOM with respect to CONNEXIONS on the LINES of RAILWAY under their Control, viz.—1. The Number of Cases in which any Passenger Line is connected with or crossed on the Level by—(*a.*) Any other Passenger Line; (*b.*) Any Goods Line; (*c.*) Any Siding; (*d.*) Any Cross-over Road:—2. The Number of Cases in which such Connexions or Crossings have been perfected, so as to comply with the Requirements which the Board of Trade Inspecting Officers are now in the habit of making, in the case of New Lines, with respect to the following Matters:—(*a.*) Concentration of Signal and Point Levers; (*b.*) Interlocking of those Levers; (*c.*) The addition of Safety Points for Goods Lines and Sidings.

NAME OF RAILWAY.	Number of Cases in which any Passenger Line is connected with or crossed on the Level by				Number of Cases in which the usual Requirements of the Inspecting Officers of the Board of Trade have or have not been complied with in the following respects:					
					Concentration of Signal and Point Levers.		Interlocking of Signal and Point Levers.		Addition of Safety Points in case of Goods Lines and Sidings.	
	Any other Passenger Line.	Any Goods Line.	Any Siding.	Any Cross-over Road.	Have.	Have not.	Have.	Have not.	Have.	Have not.
ENGLAND AND WALES.	*a*	*b*	*c*	*d*	*e*	*f*	*g*	*h*	*k*	*l*
ANGLESEY, CENTRAL	1	1	17	—	3	3	3	—	1	—
AYLESBURY AND BUCKINGHAM	—	—	7	—	—	7	—	7	1	6
BODMIN AND WADEBRIDGE	1	1	20	—	—	22	—	22	—	20
BRECON AND MERTHYR-TYDFIL JUNCTION:										
Main Line	31	10	77	12	40	88	37	91	11	76
Branches	15	8	38	2	21	41	21	41	12	33
Total	46	18	115	14	61	129	58	132	23	109
BRISTOL AND EXETER:*										
Main Line	14	—	79	52	—	—	—	—	—	—
Branches	13	—	111	9	85	48	75	58	7	65
Total	27	—	190	61	85	48	75	58	7	65
BRISTOL PORT RAILWAY AND PIER.	1	—	9	—	—	9	1	—	—	—
CAMBRIAN	8	2	1	—	4	5	4	5	4	5
CARMARTHEN AND CARDIGAN	4	—	21	—	—	—	3	1	—	—
CENTRAL WALES AND CARMARTHEN JUNCTION.	2	—	15	—	2	15	2	15	—	17
CHESHIRE LINES COMMITTEE:										
Main Line	14	5	77	46	128	9	128	9	52	—
Branches	7	5	46	19	28	36	28	36	4	—
Total	21	10	123	65	156	45	156	45	56	—
COCKERMOUTH, KESWICK, AND PENRITH.	1	1	30	1	29	4	33	—	17	1
COLNE VALLEY AND HALSTEAD	2	—	21	—	—	23	—	23	—	23
CORNWALL	32	3	45	14	28	66	68	26	27	21
COWES AND NEWPORT	1	—	—	—	1	—	1	—	—	—
DENBIGH, RUTHIN, AND CORWEN	16	2	7	—	—	25	—	25	—	9
EAST AND WEST JUNCTION	15	—	12	4	12	—	12	1	10	2
FESTINIOG	—	4	22	3	4	14	9	15	2	4
FESTINIOG AND BLAENAU	1	1	4	—	2	—	3	—	—	—
FURNESS:										
Main Line	6	2	83	48	39	97	40	97	68	37
Branches	5	4	37	8	23	30	22	30	14	30
Total	11	6	120	56	62	127	62	127	82	67
GREAT EASTERN:										
Main Line	99	4	486	172	327	434	324	437	214	276
Branches	138	3	649	116	322	584	319	587	248	404
Total	237	7	1,135	288	649	1,018	643	1,024	462	680

* The whole of the stations, sidings, &c. on the main line and the Cheddar Branch are at the present time in course of being provided with interlocking apparatus, and will be completed in the course of a few weeks.

41118. Wt. 10489.

Name of Railway.	Number of Cases in which any Passenger Line is connected with or crossed on the Level by				Number of Cases in which the usual Requirements of the Inspecting Officers of the Board of Trade have or have not been complied with in the following respects:					
	Any other Passenger Line.	Any Goods Line.	Any Siding.	Any Cross-over Road.	Concentration of Signal and Point Levers.		Interlocking of Signal and Point Levers.		Addition of Safety Points in case of Goods Lines and Sidings.	
					Have.	Have not.	Have.	Have not.	Have.	Have not.
ENGLAND AND WALES—*continued.*	*b*	*c*	*d*	*e*	*f*	*g*	*h*	*k*	*l*	
GREAT NORTHERN:	*a*									
Main Line	95	41	440	283	143	45	143	45	485	2
Branches	38	6	310	157	92	70	92	70	304	12
Total	133	47	750	440	235	115	235	115	789	14
GREAT MARLOW	—	—	4	1	3	1	3	1	3	1
GREAT WESTERN:										
Main Line	160	62	1,214	446	1,078	804	1,093	789	784	492
Branches	176	44	654	87	506	455	538	423	353	345
Total	336	106	1,868	533	1,584	1,259	1,631	1,212	1,137	837
HOYLAKE AND BIRKENHEAD RAILWAY AND TRAMWAY.	—	—	7	—	—	—	—	—	—	—
ISLE OF WIGHT (NEWPORT JUNCTION).	1	1	4	—	7	11	12	6	4	8
LANCASHIRE AND YORKSHIRE	91	39	1,072	530	1,416	316	1,395	337	836	278
LANCASHIRE UNION	5	—	48	29	63	19	63	19	31	17
LONDON AND NORTH-WESTERN:										
Main Line	188	86	1,209	462	1,602	343	1,551	394	987	308
Branches	166	92	981	310	901	648	874	675	710	363
Total	354	178	2,190	772	2,503	991	2,425	1,069	1,697	671
LONDON AND NORTH-WESTERN AND GREAT WESTERN JOINT LINES.	36	12	188	95	21	5	243	77	145	46
LONDON AND SOUTH-WESTERN	186	7	604	264	764	297	721	340	417	194
LONDON, BRIGHTON, AND SOUTH COAST:										
Main Line	43	—	245	136	315	109	301	123	204	41
Branches	26	—	163	77	182	84	176	90	128	35
Total	69	—	408	213	497	193	477	213	332	76
LONDON, CHATHAM, AND DOVER:										
Main Line	24	10	97	81	115	97	115	97	70	37
Branches	14	—	48	31	36	57	36	57	36	12
Total	38	10	145	112	151	154	151	154	106	49
LONDON, TILBURY, AND SOUTH-END:										
Main Line	8	—	44	23	12	62	10	64	2	45
Branches	4	—	3	—	4	3	3	4	—	3
Total	12	—	47	23	16	65	13	68	2	48
MACCLESFIELD, BOLLINGTON, AND MARPLE.	1	1	7	9	14	3	14	3	6	1
MANCHESTER AND MILFORD	—	2	12	1	2	13	2	13	2	13

Name of Railway.	Number of Cases in which any Passenger Line is connected with or crossed on the Level by				Number of Cases in which the usual Requirements of the Inspecting Officers of the Board of Trade have or have not been complied with in the following respects:					
					Concentration of Signal and Point Levers.		Interlocking of Signal and Point Levers.		Addition of Safety Points in case of Goods Lines and Sidings.	
	Any other Passenger Line.	Any Goods Line.	Any Siding.	Any Cross-over Road.	Have.	Have not.	Have.	Have not.	Have.	Have not.
ENGLAND AND WALES—*continued.*	*b*	*c*	*d*	*e*	*f*	*g*	*h*	*k*	*l*	
MANCHESTER, SHEFFIELD, AND LINCOLNSHIRE:	*a*									
Main Line	28	29	261	128	165	273	138	298	197	90
Branches	10	18	170	80	60	215	67	208	108	80
Total	38	47	431	208	225	488	205	506	305	170
MANCHESTER, SOUTH JUNCTION, AND ALTRINCHAM.	11	—	21	19	47	4	47	4	13	8
MARYPORT AND CARLISLE	—	5	72	23	—	56	44	56	37	40
MAWDDWY	—	—	1	—	—	—	—	—	—	—
METHLEY JOINT.	Included in return by Great Northern Railway Company.									
METROPOLITAN	—	—	24	7	24	—	24	—	24	—
METROPOLITAN AND METROPOLITAN DISTRICT JOINT.	—	—	5	2	3	—	3	—	5	—
METROPOLITAN AND ST. JOHN'S WOOD.	—	—	8	—	3	—	3	—	8	—
METROPOLITAN DISTRICT	10	—	14	27	51	—	51	—	3	11
MIDLAND:										
Main Line	98	65	910	213	1,133	153	1,002	284	781	194
Branches	102	17	850	122	635	456	569	522	607	260
Total	200	82	1,760	335	1,768	609	1,571	806	1,388	454
MID-WALES	25	2	29	1	9	48	19	38	2	28
MONMOUTHSHIRE:										
Main Line	8	16	120	39	91	92	102	81	77	59
Branches	2	1	32	7	16	26	17	25	17	16
Total	10	17	152	46	107	118	119	106	94	75
NEATH AND BRECON:										
Main Line	11	2	19	—	20	12	20	12	14	7
Branches	2	6	13	—	9	12	7	14	8	9
Total	13	8	32	—	29	24	27	26	22	16
NORTHAMPTON AND BANBURY	7	1	10	—	16	2	16	2	6	4
NORTH-EASTERN	230	177	1,668	666	2,236	505*	2,134	607*	1,501	344†
NORTH AND SOUTH-WESTERN JUNCTION.	5	—	8	8	6	15	6	15	—	8
NORTH LONDON	15	12	26	48	96	5	101	—	35	3
NORTH STAFFORDSHIRE:										
Main Line	10	11	88	45	30	4	28	6	75	22
Branches	10	14	168	85	75	8	75	8	159	23
Total	20	25	256	130	105	12	103	14	234	45

* Of which 116 are in progress.

† Of which 72 are in progress.

Name of Railway.	Number of Cases in which any Passenger Line is connected with or crossed on the Level by				Number of Cases in which the usual Requirements of the Inspecting Officers of the Board of Trade have or have not been complied with in the following respects:					
	Any other Passenger Line.	Any Goods Line.	Any Siding.	Any Cross-over Road.	Concentration of Signal and Point Levers.		Interlocking of Signal and Point Levers.		Addition of Safety Points in case of Goods Lines and Sidings.	
					Have.	Have not.	Have.	Have not.	Have.	Have not.
ENGLAND AND WALES—*continued.*	*b*	*c*	*d*	*e*	*f*	*g*	*h*	*k*	*l*	
NORTH UNION:	*a*									
Main Line	8	3	37	9	25	32	25	32	19	21
Branches	—	4	5	1	3	7	—	10	3	6
Total	8	7	42	10	28	39	25	42	22	27
OLDHAM, ASHTON, AND GUIDE BRIDGE JUNCTION.	3	—	12	12	8	19	5	22	5	7
PEMBROKE AND TENBY	—	3	16	1	—	20	—	20	1	—
POTTERIES, SHREWSBURY, AND NORTH WALES:										
Main Line	2	1	21	2	15	11	15	11	2	20
Branch	1	—	3	—	1	3	—	—	—	3
Total	3	1	24	2	16	14	15	11	2	23
RHYMNEY	4	8	45	18	34	41	34	41	20	33
RYDE AND NEWPORT	1	—	1	—	1	—	2	—	1	—
SCOTSWOOD, NEWBURN, AND WYLAM:	1	—	9	7	17	—	17	—	9	—
SEVERN AND WYE RAILWAY AND CANAL.										
Main Line	7	7	17	4	35	—	35	—	24	—
Branches	—	—	9	—	9	—	9	—	9	—
Total	7	7	26	4	44	—	44	—	33	—
SHEFFIELD AND MIDLAND:										
Main Line	7	—	24	22	43	10	38	15	20	4
Branches	—	—	7	3	4	6	1	9	5	2
Total	7	—	31	25	47	16	39	24	25	6
SIRHOWY	8	19	19	15	24	27	29	22	24	14
SOMERSET AND DORSET:										
Main Line	38	—	30	1	11	8	11	8	9	10
Branches	22	—	23	1	6	5	5	6	—	—
Total	60	—	53	2	17	13	16	14	9	10
SOUTH DEVON:										
Main Line	27	4	66	22	40	79	57	62	29	41
Branches	38	—	55	6	31	68	64	35	15	40
Total	65	4	121	28	71	147	121	97	44	81
SOUTH-EASTERN	36	4	400	254	273	421	261	433	238	166
STAFFORD AND UTTOXETER	2	—	5	—	7	—	7	—	5	—
TAFF VALE:										
Main Line	4	14	38	36	41	51	39	53	23	15
Branches	2	15	65	35	64	53	55	62	50	15
Total	6	29	103	71	105	104	94	115	73	30

Name of Railway.	Number of Cases in which any Passenger Line is connected with or crossed on the Level by				Number of Cases in which the usual Requirements of the Inspecting Officers of the Board of Trade have or have not been complied with in the following respects:					
	Any other Passenger Line.	Any Goods Line.	Any Siding.	Any Cross-over Road.	Concentration of Signal and Point Levers.		Interlocking of Signal and Point Levers.		Addition of Safety Points in case of Goods Lines and Sidings.	
					Have.	Have not.	Have.	Have not.	Have.	Have not.
ENGLAND AND WALES—*continued.*	*a*	*b*	*c*	*d*	*e*	*f*	*g*	*h*	*k*	*l*
TALYLLYN	—	—	7	—	—	—	—	—	—	—
THETFORD AND WATTON	3	—	23	—	21	—	4	11	—	—
TRENT, ANCHOLME, AND GRIMSBY	—	3	15	9	11	16	7	20	12	6
VAN	—	—	6	—	6	—	6	—	6	—
WATLINGTON AND PRINCES RISBOROUGH.	—	—	6	—	6	—	6	—	5	1
WEST CORNWALL	13	10	22	2	1	46	44	3	5	27
WEST LONDON	3	1	3	4	9	2	9	2	4	—
WEST SOMERSET MINERAL	—	—	6	—	—	6	—	6	—	6
WHITEHAVEN, CLEATOR, AND EGREMONT.	5	4	62	25	78	18	78	18	57	9
WREXHAM, MOLD, AND CONNAH'S QUAY.	—	1	18	—	2	17	18	1	2	17
SCOTLAND.										
CALEDONIAN:										
Main Line	19	10	209	78	79	24	79	24	141	51
Branches	44	25	685	274	225	126	225	126	415	265
Total	63	35	894	352	304	150	304	150	556	316
CITY OF GLASGOW UNION:										
Main Line	3	1	7	8	9	—	9	—	1	—
Branches	1	—	—	—	2	—	2	—	—	—
Total	4	1	7	8	11	—	11	—	1	—
GLASGOW AND PAISLEY JOINT:										
Main Line	5	4	20	16	45	—	45	—	14	1
Branches	1	2	2	4	9	—	9	—	1	3
Total	6	6	22	20	54	—	54	—	15	4
GLASGOW AND SOUTH-WESTERN	29	16	338	152	215	320	211	324	142	215
GLASGOW AND KILMARNOCK JOINT:										
Main Line	3	3	31	16	51	2	47	6	27	7
Branches	1	—	9	—	10	—	10	—	8	1
Total	4	3	40	16	61	2	57	6	35	8
GREAT NORTH OF SCOTLAND:										
Main Line	28	1	71	6	23	83	23	83	1	71
Branches	39	—	133	—	9	163	9	163	1	132
Total	67	1	204	6	32	246	32	246	2	203

Name of Railway.	Number of Cases in which any Passenger Line is connected with or crossed on the Level by				Number of Cases in which the usual Requirements of the Inspecting Officers of the Board of Trade have or have not been complied with in the following respects					
	Any other Passenger Line.	Any Goods Line.	Any Siding.	Any Cross-over Road.	Concentration of Signal and Point Levers.		Interlocking of Signal and Point Levers.		Addition of Safety Points in case of Goods Lines and Sidings.	
					Have.	Have not.	Have.	Have not.	Have.	Have not.
SCOTLAND—*continued.*	*a*	*b*	*c*	*d*	*e*	*f*	*g*	*h*	*k*	*l*
HIGHLAND:										
Main Line	55	—	131	12	81	205	57	201	18	—
Branches	3	—	8	2	8	7	4	7	2	—
Total	58	—	139	14	89	212	61	208	20	—
LEVEN AND EAST OF FIFE	1	1	24	—	—	24	—	24	—	24
NORTH BRITISH:										
Main Line	67	49	692	199	292	709	284	728	270	467
Branches	21	25	462	84	132	455	131	459	136	332
Total	88	74	1,154	283	424	1,164	415	1,187	406	799
WIGTOWNSHIRE	1	2	9	2	13	1	13	—	11	—
IRELAND.										
BELFAST AND COUNTY DOWN:										
Main Line	2	1	18	1	6	6	9	2	8	2
Branches	—	—	15	—	2	6	5	2	5	2
Total	2	1	33	1	8	12	14	4	13	4
BELFAST AND NORTHERN COUNTIES.										
Main Line	4	2	61	15	25	57	37	46	8	—
Branches	—	—	43	—	2	41	13	30	—	—
Total	4	2	104	15	27	98	50	76	8	—
BELFAST, HOLYWOOD, AND BANGOR.	1	1	6	1	8	—	4	—	3	1
CASTLEISLAND	1	1	4	—	6	—	4	—	1	—
CORK AND BANDON:										
Main Line	7	—	14	4	5	20	3	22	—	14
Branches	—	—	6	—	—	6	—	6	—	6
Total	7	—	20	4	5	26	3	28	—	20
CORK AND MACROOM DIRECT	1	—	1	—	1	—	1	1	—	—
CORK, BLACKROCK, AND PASSAGE	—	—	2	—	1	1	1	1	—	—
DUBLIN, WICKLOW, AND WEXFORD:										
Main Line	36	24	25	4	35	62	28	70	12	47
Branches	3	9	1	—	—	—	—	—	—	—
Total	39	33	26	4	35	62	28		12	47
GREAT SOUTHERN, AND WESTERN	19	3	109	18	17	143	17	142	16	90
IRISH NORTH-WESTERN	14	1	113	15	19	77	40	89	6	59
LONDONDERRY AND LOUGH SWILLY.	—	1	12	1	—	5	—	13	—	13

Name of Railway.	Number of Cases in which any Passenger Line is connected with or crossed on the Level by				Number of Cases in which the usual Requirements of the Inspecting Officers of the Board of Trade have or have not been complied with in the following respects:					
	Any other Passenger Line.	Any Goods Line.	Any Siding.	Any Cross-over Road.	Concentration of Signal and Point Levers.		Interlocking of Signal and Point Levers.		Addition of Safety Points in case of Goods Lines and Sidings.	
					Have.	Have not.	Have.	Have not.	Have.	Have not.
IRELAND—*continued.*	*a*	*b*	*c*	*d*	*e*	*f*	*g*	*h*	*k*	*l*
MIDLAND GREAT WESTERN OF IRELAND:										
Main Line	7	2	71	35	25	90	17	98	1	60
Branches	8	—	148	17	14	150	30	131	3	69
Total	15	2	219	52	39	240	47	229	4	129
NEWRY AND ARMAGH	5	1	9	3	3	5	2	1	1	9
NEWRY, WARRENPOINT, AND ROSTREVOR.	1	—	—	—	1	—	1	—	—	—
ULSTER:										
Main Line	8	3	73	21	12	93	24	81	8	51
Branch	2	1	31	—	3	31	—	34	7	19
Total	10	4	104	21	15	124	24	115	15	70
WATERFORD AND CENTRAL IRELAND.	1	—	31	2	1	33	1	33	—	31
WATERFORD AND LIMERICK:										
Main Line	5	—	29	25	11	48	5	54	18	11
Branches	3	—	41	8	5	47	3	49	3	38
Total	8	—	70	33	16	95	8	103	21	49
WATERFORD AND TRAMORE	—	—	3	—	—	3	—	3	—	3
WEST CORK	1	—	5	—	6	—	1	—	—	—

SUMMARY.

	Number of Cases in which any Passenger Line is connected with or crossed on the Level by				Number of Cases in which the usual Requirements of the Inspecting Officers of the Board of Trade have or have not been complied with in the following respects:—					
	Any other Passenger Line.	Any Goods Line.	Any Siding.	Any Cross-over Road.	Concentration of Signal and Point Levers.		Interlocking of Signal and Point Levers.		Addition of Safety Points in case of Goods Lines and Sidings.	
					Have.	Have not.	Have.	Have not.	Have.	Have not.
ENGLAND AND WALES	2,508	936	14,860	5,537	13,925	7,854	13,872	8,235	10,478	4,951
SCOTLAND	321	139	2,831	853	1,203	2,119	1,158	2,145	1,188	1,569
IRELAND	129	50	871	170	208	924	246	908	100	525
Total United Kingdom	2,958	1,125	18,562	6,560	15,336	10,897	15,276	11,288	11,766	7,045

COMPARATIVE STATEMENT showing the Number of Cases upon the Principal Railways in the United Kingdom in which the Signal and Point Levers have or have not been Interlocked in the Years 1874 and 1875 respectively.

Name of Company.	1874.		1875.		Per-centage Interlocked.		Per-centage Increase in 1875 over 1874.
	Interlocked.	Not Interlocked.	Interlocked.	Not Interlocked.	1874.	1875.	
ENGLAND AND WALES.					Per cent.	Per cent.	Per cent.
Anglesey Central	3	—	3	—	—	—	—
Aylesbury and Buckingham	4	8	—	7	33	—	—
Bodmin and Wadebridge	—	22	—	22	—	—	—
Brecon and Merthyr Tydfil Junction	58	132	58	132	31	31	Nil.
Bristol and Exeter	In progress.		75	58	In progress.	56	56
Bristol Port Railway and Pier	—	—	1	—	—	—	—
Cambrian	4	5	4	5	44	44	Nil.
Carmarthen and Cardigan	3	21	3	1	12	—	—
Central Wales and Carmarthen Junction	2	15	2	15	12	12	Nil.
Cheshire Lines	122	63	156	45	66	78	12
Cockermouth, Keswick, and Penrith	21	8	33	—	72	100	28
Colne Valley and Halstead	—	17	—	23	—	—	—
Cornwall	67	25	68	26	73	72	1 decrease.
Cowes and Newport	—	—	1	—	—	—	—
Denbigh, Ruthin, and Corwen	—	25	—	25	—	—	—
East and West Junction	9	1	12	1	90	92	2
Festiniog	8	14	9	15	36	37½	1½
Festiniog and Blaenau	—	—	3	—	—	—	—
Furness	32	27	62	127	54	33	21 decrease.
Great Eastern	519	1,139	643	1,024	31	39	8
Great Marlow	—	—	3	1	—	75	—
Great Northern	190	145	235	115	57	67	10
Great Western	1,453	1,286	1,631	1,212	53	57	4
Isle of Wight	—	25	12	6	—	67	67
Lancashire and Yorkshire Lancashire Union	1,215	566	1,458	356	68	80	12
London and North-western	2,183	1,217	2,425	1,069	64	69	5
London and North-western and Great Western Joint.	228	90	243	77	72	76	4
London and South-western	1,101	303	721	340	78	68	10 decrease.
London, Brighton, and South Coast	382	279	477	213	58	69	11
London, Chatham, and Dover	157	172	151	154	48	50	2
London, Tilbury, and Southend	4	65	13	68	6	16	10
Macclesfield Committee	15	2	14	3	88	82	6 decrease.
Manchester and Milford	—	15	2	13	—	13	13
Manchester, Sheffield, and Lincolnshire	142	570	205	506	20	29	9
Manchester, South Junction, and Altrincham.	47	4	47	4	92	92	Nil.
Maryport and Carlisle	39	59	44	56	40	44	4
Metropolitan	30	—	30	—	Throughout.		
Metropolitan District	54	—	51	—	Throughout.		
Midland	1,331	984	1,571	806	57	66	9
Mid-Wales	18	38	19	38	32	33	1
Monmouthshire	135	85	119	106	61	53	8 decrease.
Neath and Brecon	25	26	27	26	49	51	2
Northampton and Banbury Junction	16	2	16	2	89	89	Nil.
North-eastern	1,581	1,077	2,134	607	59	78	19
North London	100	1	101	—	99	100	1
North Staffordshire	96	17	103	14	85	88	3
North Union	25	42	25	42	37	37	Nil.
North and South-western Junction	6	15	6	15	29	29	Nil.
Oldham, Ashton-under-Lyne, and Guide Bridge Junction.	2	22	5	22	8	19	11
Pembroke and Tenby	—	20	—	20	Nil.		—
Potteries, Shrewsbury, and North Wales	15	11	15	11	58	58	Nil.
Rhymney	34	41	34	41	45	45	Nil.
Ryde and Newport	—	—	2	—	—	Throughout.	
Scotswood, Newburn, and Wylam	—	—	17	—	—	Throughout.	
Severn and Wye Railway and Canal	—	—	44	—	—	Throughout.	

Comparative Statement—*continued.*

Name of Company.	1874.		1875.		Per-centage Interlocked.		Per-centage Increase in 1875 over 1874.
	Interlocked.	Not Interlocked.	Interlocked.	Not Interlocked.	1874.	1875.	
ENGLAND AND WALES—*continued.*					Per cent.	Per cent.	Per cent.
Sheffield, and Midland Joint Committee	24	22	39	24	52	62	10
Sirhowy	27	33	29	22	45	57	12
Somerset and Dorset	15	14	16	14	52	53	1
South Devon	110	101	121	97	52	56	4
South Eastern	253	431	261	433	37	38	1
Stafford and Uttoxeter	4	3	7	—	57	100	43
Taff Vale	104	109	94	115	49	45	4 decrease.
Thetford and Watton	4	11	4	11	27	27	Nil.
Trent, Ancholme, and Grimsby	7	20	7	20	26	26	Nil.
Van	—	—	6	—	—	Throughout.	
Watlington and Princes Risborough	6	—	6	—	Throughout.		
West Cornwall	44	3	44	3	94	94	Nil.
West London Extension	17	2	9	2	89	82	7 decrease.
West Somerset Mineral	—	6	—	6	Nil.		—
Whitehaven, Cleator, and Egremont	78	19	78	18	80	81	1
Wrexham, Mold, and Connah's Quay	19	—	18	1	100	95	5 decrease.
Total, England and Wales	12,272	9,534	13,872	8,235	56	63	7
SCOTLAND.							
Caledonian	271	201	304	150	57	67	10
City of Glasgow Union	7	—	11	—	—	—	—
Glasgow and South-western	179	338	211	324	35	39	4
Glasgow and Kilmarnock Joint Line	103	9	54	—	92	95	3
Glasgow and Paisley Joint Line			57	6			
Great North of Scotland	31	246	32	246	11	12	1
Highland	61	208	61	208	23	23	Nil.
Leven and East of Fife	—	24	—	24	Nil.		—
North British	381	1,201	415	1,187	24	26	2
Wigtownshire	—	—	13	—	—	Throughout.	
Total, Scotland	1,033	2,227	1,158	2,145	32	35	3
IRELAND.							
Belfast and County Down	14	4	14	4	78	78	Nil.
Belfast and Northern Counties	50	76	50	76	40	40	Nil.
Belfast, Holywood, and Bangor	4	—	4	—	—	—	—
Castleisland	—	—	4	—	—	—	—
Cork and Bandon	3	28	3	28	10	10	Nil.
Cork and Macroom Direct	—	—	1	1	—	50	—
Cork, Blackrock, and Passage	—	—	1	1	—	50	—
Dublin, Wicklow, and Wexford	28	70	28	70	29	29	Nil.
Great Southern and Western	15	142	17	142	10	11	1
Irish North-western	38	85	40	89	31	31	Nil.
Londonderry and Lough Swilly	—	12	—	13	Nil.		—
Midland Great Western	47	229	47	229	17	17	Nil.
Newry and Armagh	2	1	2	1	—	—	—
Newry, Warrenpoint, and Rostrevor	—	—	1	—	—	Throughout.	
Ulster	28	110	24	115	20	17	3 decrease.
Waterford and Central Ireland	1	33	1	33	3	3	Nil.
Waterford and Limerick	8	103	8	103	7	7	Nil.
Waterford and Tramore	—	—	—	3	Nil.		—
West Cork	—	—	1	—	—	—	—
Total, Ireland	257	1,006	246	908	20	21	1
Total, United Kingdom	13,562	12,767	15,276	11,288	52	58	6

RETURN, in compliance with the REGULATION of RAILWAYS ACT, 1873, showing the Sy
Worked o

RAILWAY COMPANY.	Total Length of the Company's Railway open *for Passenger Traffic*, and of all other Railways open *for Passenger Traffic* which are worked by them.		Portions of the Company's Railw						
			Worked by Telegraph.						
	Consisting of Two or more Lines of Rails.	Consisting of a Single Line of Rails only.	On the Absolute Block System.		Distance of Double Line.	Distance of Single Line worked by the Absolute Block System, in addition to the Train Staff System,	On the Permissive Block System.		I
			From	To			From	To	n
ENGLAND AND WALES.									
	m. ch.	m. ch.			m. ch.	m. ch.			
ANGLESEY CENTRAL	—	17 57	- - -	- - -	—	—	- - -	- - -	
AYLESBURY AND BUCKINGHAM.	—	12 33	- - -	- - -	—	—	- - -	- - -	
BISHOP'S CASTLE	—	9 57	- - -	- - -	—	—	- - -	- - -	
BODMIN AND WADEBRIDGE	—	14 0	- - -	- - -	—	—	- - -	- - -	
BRECON AND MERTHYR TYDFIL JUNCTION.	3 26	55 72	Brecon	Deri Junction	—	25 67*	- - -	- - -	
			Maesyewmmer	Bassaleg „	—	12 22*			
			Pontsticill	Rhydycar „	—	6 12*			
			Aberbargoed	Rhymney	—	5 55*			
					—	49 76			
BRISTOL AND EXETER	77 29	133 65	Main line and branches		76 38	72 50			
			Portishead Line		—	9 40			
			Devon and Somerset Line		—	42 47			
			Minehead Line		—	8 9			
					76 38	132 66			
BRISTOL AND PORTISHEAD PIER AND RAILWAY.	—	9 40	Bedminster Junction.	Portishead	—	9 40			
BRISTOL PORT RAILWAY AND PIER.	—	5 61	- - -	- - -	—	—	- - -	- - -	
CAMBRIAN	8 75	167 48	Whitchurch	Aberystwith	8 75	86 48	- - -	- - -	
			Glandovey Junction.	Pwllheli	—	53 13			
			Moat Lane	Llanidloes	—	7 55			
					8 75	147 36			
CARMARTHEN AND CARDIGAN.	—	18 62	Carmarthen	Llandyssil	—	17 62	- - -	- - -	
CENTRAL WALES AND CARMARTHEN JUNCTION.	—	13 25	Carmarthen Valley Junction.	Abergwilly Junction.	—	13 25			
CHESHIRE LINES	83 54	2 72	Godley Junction	Liverpool Central Station.	42 71	—	London Road Station, Altrincham.		
			Glazebrook „	Cornbrook Junction.	8 3		(*See* Manchester, South Junction, and Altrincham Returns.)		
			Skelton „	Broadheath	0 43				
			Skelton „	Deansgate	0 30				
			Altrincham „	Chester Station	31 38				
			Woodley „	Apethorn Junction.	0 29				
					83 54				
COCKERMOUTH, KESWICK, AND PENRITH.	—	31 14	Cockermouth	Penrith	—	31 14 *See* note.‖			
COLNE VALLEY AND HALSTEAD.	—	19 0	- - -	- - -	—	—	- - -	- - -	
CORNWALL	1 20	64 0	Throughout.						
COWES AND NEWPORT	—	4 20	- - -	- - -	—	—	- - -	- - -	
DENBIGH, RUTHIN, AND CORWEN.	—	18 58							
EAST AND WEST JUNCTION	—	33 20	Nil.	Nil.	—	—	- - -	- - -	
FESTINIOG	—	13 20	Minford Junction	Boston Lodge	—	0 75	Nil.	Nil.	

n which the various Portions of Line under the Control of the several Companies were
December 1875.

ther Railways worked by them.												
orked by the Electric Telegraph, but not on either of the foregoing Systems.				Single Lines of Railway (not included in the foregoing Columns), (1.) Worked under the System in which only One Engine in Steam or Two or more Engines coupled together are allowed to be upon the Single Line or Portions thereof at one and the same Time; or (2.) Worked under the Train Porter System; or (3.) Worked under the Train Staff System.					Length of the Portions of Company's Railway and of other Railways worked by them for *Goods and Mineral Traffic only.*	REMARKS.
—		Distance of Double Line.	Distance of Single Line worked by the Electric Telegraph, in addition to the Train Staff System.	—		System as above. (1.) Distance.	Train Porter System. (2.) Distance.	Train Staff System. (3.) Distance.		
From	To	m. ch.	m. ch.	From	To	m. ch.	m. ch.	m. ch.	m. ch	
- - - - -	- - - - -	—	—	Amlwch -	Gaerwen -	—	—	17 57		
- - - - -	- - - - -		—	Aylesbury -	Verney Junction	—	—	12 33		
- - - - -	- - - - -	—	—	Bishop's Castle -	Shetford Bridge -	9 57				
- - - - -	- - - - -	—	—	Bodmin - -	Wadebridge -	14 0				
- - - - -	- - - - -	—	—	Machen -	Caerphilly Junction.	—	—	3·44		* Worked by the absolute block system with ticket.
				Pant Junction -	Dowlais -	—	—	1·36		
				Merthyr Junction	Taff Vale Sidings	—	—	·76		*Note.*—3m. 26ch. are double line from South Bargoed Junction to Maesycwmmer Station.
								5·76		
- - - - -	- - - - -	—	—	Clifton - -	Avonmouth -	—	—	5·61		
- - - - -	- - - - -	—	—	Llynclys -	Porthynaen -	—	—	—	†1·55	† Worked under system No. 1.
				Llanymynech -	Llanfyllin -	—	—	8·78		
				Abermule -	Kerry - -	3 50				
				Barmouth Junc.	Dolgelly Junction	—	—	7·31		
				Siding to join Great Western Railway at Oswestry.		—	0 13			
						3 50	0 13	16·29	1·55	
- - - - -	- - - - -	—	—	Carmarthen -	Carmarthen Junction.	1 0				
- - - - -	- - - - -	—	—	Mouldsworth -	Helsby - -	—	—	2·72		
				Winnington Branch - -		—	—	—	‡2·47	‡ Worked under single engine system No. 1.
				Winsford ditto - -		—	—	—	§7·2	§ Worked by train staff.
				Northwich Salt Branches - -		—	—	—	‡3·66	
								2·72	13·35	
- - - - -	- - - - -	—	—	Haverhill -	Yeldham -	—	—	7·1				*Note.*—In one direction of the line between Threlkeld and Troutbeck Stations, a distance of 4 m. 59 ch., the rising gradients being heavy, a succeeding train is permitted to leave before the "all clear" signal is received, but in every such case a "caution ticket" is given to the driver of the following train.
				Yeldham -	Halstead -	—	—	5·77		
				Halstead -	Chappel -	—	—	6·2		
								19·00		
es - -	Newport	—	4 20	Cowes - -	Newport -	—	—	4·20		¶ *Note.*—In addition, this company exercise running powers for 5 miles over the Northampton and Banbury Railway to Blisworth. The line is worked under the train staff system.
				Denbigh -	Corwen - -	—	—	18·58		
Nil.	Nil.	—	—	Stratford-on-Avon	Greenes Norton Junction.	—	—	33·20¶		
uadoc -	Duffws - -	—	12 25	Portmadoc -	Tanybwlch -	—	—	7·41	14·40	
				Tanybwlch -	Duffws - -	—	—	5·57		
								13·18		

RAILWAY COMPANY.	Total Length of the Company's Railway open *for Passenger Traffic*, and of all other Railways open *for Passenger Traffic* which are worked by them.		Portions of the Company's Railway Worked by Telegraph.							
	Consisting of Two or more Lines of Rails.	Consisting of a Single Line of Rails only.	On the Absolute Block System.		Distance of Double Line.	Distance of Single Line worked by the Absolute Block System, in addition to the Train Staff System.	On the Permissive Block System.			
			From	To			From	To		
ENGLAND AND WALES—*continued.*										
FESTINIOG AND BLAENAU.	m. ch.lks. —	m. ch.lks. 3 60 0	- - -	- - -	—	—	- - -	- - -		
FURNESS - - -	64 64 0	30 32 0	Carnforth - -	Barrow - - -	29 48 0	—	- - -	- - -		
			Dalton - - -	Sellafield - -	32 36 0	—				
			Plumpton Junction	Greenodd - -	2 0 0	—				
			Milwood Junction -	Park Junction -	0 60 0	—				
			Sellafield - -	Whitehaven - -	—	11 32 0				
			Greenodd - -	Lake Side - -	—	5 60 0				
			Foxfield - -	Coniston - -	—	9 64 0				
					64 64 0	26 76 0				
GREAT EASTERN -	*444 73 3	409 22 32	Liverpool Street -	Enfield - - -	10 61 96	—	- - -	- - -		
			Hackney Downs Junction.	Copper Mills Junction, near Tottenham.	1 67 57					
			Clapton Junction -	Wood Street -	2 44 10					
			Wood Street -	Chingford - -	—	3 14 69				
			Bethnal Green Junction.	East Suffolk Junction, Ipswich.	68 33 79					
			East Suffolk Junction.	Saxmundham Junction.	21 78 63					
			Stratford Central Junction.	Ely (Lynn) Junction.	70 21 84					
			Rondham Junction	Thetford, East Junction.	3 38 73					
			Stratford, Western Junction.	Woolwich - -	5 0 87					
			Victoria Park -	Stratford, Southern Junction.	1 29 17					
			Stratford, Chobham Farm Junction.	Stratford, Fork Junction.	0 37 58					
			Stratford, Southern Junction.	Eastern Junction -	0 19 15					
			Fenchurch Street -	Blackwall - -	3 40 83					
			Stepney - -	Bow Junction -	1 59 15					
			March Loop Line Junction.	March, Wisbeach Junction.	0 67 76					
			Peterborough Standground Junction.	Peterborough Junction.	1 14 39					
			Cambridge - -	Newmarket - -	13 65 56					
			Chesterton Junction	Oakington - -	4 62 0					
			Norwich, Thorpe -	Brundall - -	5 65 86					
			Whitlingham Junction.	North Waltham -	—	14 5 50				
					218 8 94	17 20 19				

* Note showing the various portions of line under the control of the Great East

Section of Railway.		Double Line.	Single Line.	System of Working.
From	To	m. ch.lks.	m. ch.lks.	
Stratford, Loughton Branch Junction.	Loughton - -	6 78 50	- -	In accordance with the company's rules and regulations.
Broxbourne Junction	Hertford - -	5 49 98	- -	
Ely (Lynn Branch Junction).	Thetford, East Junction.	22 34 68	- -	
Rondham Junction	Norwich, Thorpe Junction.	25 75 10	- -	
St. Ives Junction -	March Junction -	18 17 74	- -	

Section of Railway.		Double Line.	Single Line.	Syste Wor
From	To	m. ch. lks.	m. ch.lks.	
March Junction -	Wisbeach - -	7 52 21	- -	In
Ely, Peterborough Branch Junction.	March, Loop Line Branch.	13 20 69	- -	cor
March, Wisbeach Junction.	Peterborough Standground Junction.	13 25 92	- -	wi
Hilgay Fen - -	Downham - -	4 45 73	- -	
Magdalen Road Junction.	Lynn - - -	6 11 61	- -	

her Railways worked by them.

rked by the Electric Telegraph, but on either of the foregoing Systems.				Single Lines of Railway (not included in the foregoing Columns, (1.) Worked under the System in which only One Engine in Steam or Two or more Engines coupled together are allowed to be upon the Single Line or Portions thereof at one and the same Time; or (2.) Worked under the Train Porter System; or (3.) Worked under the Train Staff System.						Length of the Portions of Company's Railway and of other Railways worked by them for *Goods and Mineral Traffic only.*	Remarks.
—		Distance of Double Line.	Distance of Single Line worked by the Electric Telegraph, in addition to the Train Staff System.	—		System as above. (1.) Distance.		Train Porter System. (2.) Distance.		Train Staff System. (3.) Distance.			
om	To	m. ch.	m. ch.lks.	From	To	m. ch.lks.		m. ch.lks.		m. ch.lks.		m. ch.lks.	
- - -	- - -	—	—	- - -	- - -	3 60 0							
	- -	—	—	Roose - - -	Piel - - -	3 35 0		- -		- -		3 39 0	Stank and Stainton Branches.
													Double Lines.
arket	Bury -	—	14 45 8	Loughton - -	Ongar - - -	—		—		11 17 48		0 20 50	Loughton Goods Branch.
				Angel Road - -	Edmonton Junction	—		—		1 25 22			
				St. Margaret's -	Buntingford - -	—		—		13 50 19		0 24 0	Wisbeach Goods Branch.
				Bishops Stortford -	Braintree - -	—		—		17 67 12			
				Audley End - -	Bartlow - -	—		—		7 42 86		0 26 7	Lynn Goods Branch.
				St. Ives Junction	Huntingdon - -	—		—		5 27 12		0 17 45	Lynn Dock Branch.
				Ely, Sutton Branch Junction.	Sutton - - - -	—		—		6 52 27		0 54 66	Bishopsgate Goods Line.
				Ely, Lynn Branch Junction.	Hilgay Fen - -	—		—		9 47 80			
												1 62 68	Total double lines.
				Downham - -	Magdalen Road Jn.	—		—		4 56 20			
				Wisbeach - -	Magdalen Road Jn.	—		—		9 43 79			
				Lynn - - -	Hunstanton - -	—		—		14 75 35			
				Heacham - -	Wells - - -	—		—		18 5 12			*Single Lines.*
				Lynn - - -	Dereham - - -	—		—		26 14 57		0 40 19	Pepper Warehouse Branch, Blackwall.
				Oakington - -	St. Ives Junction -	—		—		7 67 78			
				Wymondham -	Wells - - -	—		—		33 0 99		0 39 67	Whitechapel Coal Line.
				Keedham - -	Lowestoft - -	—		—		11 23 0			
				Reedham - -	Yarmouth - -	—		—		8 25 92		0 22 50	Braintree Goods Branch.
				Witham - -	Maldon - -	—		—		5 63 1			
				Witham - -	Braintree - -	—		—		6 19 88		1 15 8	Ipswich Goods Branch.
				Shelford - -	Melford - -	—		—		28 25 35		0 29 0	Yarmouth, South Town, Goods Branch.
				Haverhill Loop, Great Eastern, to Colne Valley Lines.		—		—		0 79 83		0 11 55	Cambridge Goods Line.
				Marks Tey - -	Bury - -	—		—		31 0 87			
				Hythe - -	Walton-on-Naze -	—		—		16 47 45		0 10 95	Chatteres Dock Branch.
				Wivenhoe Junction	Brightlingsea -	—		—		4 74 67			
				Mistley - -	Harwich - -	—		—		8 97 25		1 21 55	Lynn Harbour Branch.
				Bentley Junction -	Hadleigh - -	—		—		7 19 75		0 18 50	Sudbury Goods Branch.
				Mellis - - -	Eye - - -	—		—		2 71 0			
				Wickham Market Junction.	Framlingham -	—		—		5 51 95		0 25 4	Hythe Goods Branch.
												1 32 2	Snape Goods Branch.
				Saxmundham -	Aldborough - -	—		—		7 74 28		0 31 33	Harwich Goods Line.
				Beccles Junction -	Lowestoft - -	—		—		8 14 8			
				Marsh Junction -	Swing Bridge Junc., near St. Olaves.	—		—		0 35 26		6 57 38	Total single lines.
				Tivetshall - -	Beccles - -	—		—		19 26 45			
				Custom House, Beckton Junction.	Beckton - -	—		—		1 60 31			
				Lea Bridge - -	Hall Farm Junction	—		—		0 54 0			
				Trowse, Upper Junction.	Trowse, Lower Junction.	—		—		1 2 0			
				Millwall Boundary Junction.	North Greenwich -	1 6 62		—					
				St. Olaves Junction	Haddiscoe - -	—		0 70 74					
			14 45 8			1 6 62		0 70 74		365 20 17		8 40 6	

way Company not included in the foregoing Return at 31st December 1875.

Section of Railway.		Double Line.	Single Line.	System of Working.	Section of Railway.		Double Line.	Single Line.	System of Working.
From	To	m.ch.lks.	m. ch.lks.		From	To	m. ch.lks.	m. ch.lks.	
ill - -	Reldham - -	6 35 97	- -	In accordance with the company's rules and regulations.	Shalford Central Junction.	Lower Hackney Wick Junction.	0 44 80	- -	In accordance with the company's rules and regulations.
h, East Suff- Junction.	Norwich, Victoria -	44 44 50	- -						
nham Junc-	Yarmouth South Town.	30 20 18	- -		Colchester and Hythe, with Loop to St. Botolph's.		—	3 42 14	In accordance with Special Electric Train Signal Regulations, dated 21st June 1866.
ngtree - -	Mistley - -	1 52 51	- -						
ley Road -	Bury St. Edmunds	12 3 47	- -				225 1 41	3 42 14	
d Junction -	Shepreth - -	5 27 82	- -						

RAILWAY COMPANY.	Total Length of the Company's Railway open *for Passenger Traffic*, and of all other Railways open *for Passenger Traffic* which are worked by them.		Portions of the Company's Rail					
			Worked by Telegraph.					
	Consisting of Two or more Lines of Rails.	Consisting of a Single Line of Rails only.	On the Absolute Block System.		Distance of Double Line.	Distance of Single Line worked by the Absolute Block System, in addition to the Train Staff System.	On the Permissive Block System.	
ENGLAND AND WALES—*continued.*								
	m. ch.	m. ch.	From	To	m. ch.	m. ch.	From	To
GREAT MARLOW - -	—	2 65	- - -	- - -	—	—	- - -	- - -
GREAT NORTHERN* - -	473 60[a]	146 20[b]	King's Cross -	Shaftholme -	160 2	—	Boston -	Grimsby -
			Doncaster -	Wakefield -	20 0		Baldock -	Shepreth -
			Wakefield (Westgate).	Leeds - -	9 76	"	Lincoln -	Horrington
							Spalding -	March -
			Leeds - -	Bradford -	9 38			
			Laister Dyke -	Bowling Junction	1 70			
			Laister Dyke -	Batley - -	8 15			
			Wrenthorpe -	Dewsbury -	5 33			
			Drighlington Junction.	Ardsley - -	5 36			
			Finsbury Park -	High Barnet -	9 60			
			Park Junction -	Alexandra Park	1 50			
				On Muswell Hill Estate.	0 40			
			Wood Green -	Enfield - -	4 15			
			Cambridge Junction, Hitchin.	Baldock -	4 40			
			Barkstone -	Ancaster -	5 4			
			Grantham Jn. -	Nottingham -	21 63			
			Werrington Jn. -	Dogdyke -	38 60			
			Bukstead -	Gainsboro' -	33 0			
			Laister Dyke -	Shipley - -	6 40			
			Finsbury Park -	Canonbury -	1 40			
					347 42			
			* The Great Northern Railway Company run over, but do not work, the following portions, namely :—			Double Line.		
			Shepreth to Cambridge - - -			8 miles		
			Shaftholme Junction to York - -			28 "		
			Methley Junction to Castleford (N.E.) -			2 "		
			Bowling Junction to Halifax, L. & Y. -			7 "		
			King's Cross to Beckenham, Clapham Junction, and Battersea Wharf.			12½ "		
			Canonbury Junction to Mint Street, Poplar, &c.			9 "		
						66½ "		
GREAT WESTERN - -	829 0	579 40	Section 1.—Paddington to Bristol and the West:					
			Paddington -	Bristol - -	118 33	—	- - -	- - -
			West London Junction.	North Pole Junction.	0 32			
			Southall -	Brentford -	3 47			
			Hungerford -	Devizes - -	—	24 14[d]		
			Bristol - -	New Passage -	1 62	9 57		
			Bristol - -	Weymouth -	23 48	24 48		
						32 19[d]		
			Bathampton -	Bradford Junction	1 73	7 14[d]		
			Thingley Junction	Frome - -	19 47			
			Westbury Junction	Salisbury -	4 37	19 57[d]		
					173 59	113 49[d]		
			Section 2.—Swindon to New Milford:					
			Swindon -	Bull's East Box -	48 55	—	Johnston -	New Milford
			Bull's West Box	Lydney - -	7 4			
			Chepstow -	Portskewett -	4 44			
			Maindee Jn., East	Maindee Jn., North	0 17			
			" West	" "	0 20			
			" East	Western Valleys Junction.	1 74			
			Llantrissant -	Tyn-y-bryn Crossing.	0 7			
			" -	Maes-ar-al Jn. -	—	1 38[d]		
			Blackmill -	Hendreforgan Jn.	—	3 34		
			Bridgend -	Stormy (up line)	4 7			

Railways worked by them.										
ed by the Electric Telegraph, but not on either of the foregoing Systems.				Single Lines of Railway (not included in the foregoing Columns), (1.) Worked under the System in which only One Engine in Steam or Two or more Engines coupled together are allowed to be upon the Single Line or Portions thereof at one and the same Time; or (2.) Worked under the Train Porter System; or (3.) Worked under the Train Staff System.				Length of the Portions of Company's Railway and of other Railways worked by them for *Goods and Mineral Traffic only.*	Remarks.
—		Distance of Double Line.	Distance of Single Line worked by the Electric Telegraph, in addition to the Train Staff System.	—		System as above. (1.) Distance.	Train Porter System. (2.) Distance.	Train Staff System. (3.) Distance.		
rom	To	m. ch.	m. ch.	From	To	m. ch.	m. ch.	m. ch.	m. ch.	
- -	- - -	—	—	Great Marlow -	Bourne End -	2 65	—	—	—	The trains on this line are mixed.
						2 65	—	—	—	
e - -	Kirkstead - -	4 50	—	Essendine - -	Bourne - -	—	—	6 50		
oro' -	Black Can Junction.	16 50		Bourne[c] - -	Sutton Bridge viâ Spalding.	—	—	24 40*	—	* And 40 chains double.
				Bourne - -	Sleaford - -	—	—	17 20	—	† Also 20 chains double.
				Essendine - -	Stamford and Sibson.	—	—	12 20		
				Boston - -	Ancaster - -	—	—	20 60		
				Kirkstead - -	Horncastle -	—	—	8 0		
				Firsby - -	Spilsby - -	—	—	4 0		
				Firsby - -	Skegness - -	—	—	9 0‡	—	‡ Besides 20 chains of double line.
				Ossett - -	Batley (Lower) -	—	—	2 60		
				Finchley - -	Edgware -	—	—	4 0		
				Holme - -	Ramsey - -	—	—	6 0		
				Hertford - -	Dunstable - -	—	—	25 0		
				Hatfield - -	St. Alban's -	—	—	6 0		
		21 20				—	—	146 20§	—	§ Also 1 mile of double line.
- -	Windsor -	2 65	—	West Drayton -	Uxbridge - -	—	—	2 42		[a] Including the West Riding and Grimsby Railway (20 miles), and the Methley Branch (6 miles). A telegraph on the absolute block system, and likewise a speaking telegraph are now being constructed on the Methley Branch.
				Maidenhead -	Kennington Jn. -	—	—	36 51		[b] Including the Bourne and Lynn Railway.
				Princes Risboro'	Aylesbury -	—	—	7 18		[c] Joint property of the Great Northern and the Midland Railway Companies, and worked by them.
				Twyford - -	Henley - -	—	—	4 42		[d] Single lines worked on the block system without the addition of the train staff in Section 1, 83 m. 24 chs.
				Moulsford -	Wallingford -	—	—	3 24		
				Uffington - -	Farringdon -	—	—	3 47		
				Reading - -	South Eastern Jn.	—	—	0 62		
				Savernake -	Marlborough -	5 45	—			
				Holt Junction -	Devizes - -	—	8 7			
				Chippenham Jn.	Calne - -	5 27				
				Maiden Newton -	Bridport - -	9 25				
				Witham - -	Wells - -	13 71				
				Yeovil - -	Clifton Maybank Sidings.	—	—	—	0 36	
		2 65	—			34 8	8 7	58 46	0 36	
ast Box	Bull's West Box	0 40		Kembell - -	Cirencester -	—	—	4 26		
y Sidings	Maindee Junction East.	1 28		Portskewett -	Pier - - -	—	—	0 74		
				Brymnenin -	Nant-y-moel -	—	—	6 31		
eld -	Newtown - - -	5 64		Tondu Junction	Porthcawl - -	—	—	9 55		
				Bridgend - -	Maesteg - -	—	—	8 21		
				Johnston Jn. -	Milford - -	—	—	3 70		
				Over Junction -	Gloucester Docks	—	—	—	1 20	
				Bulls - -	Docks - -	—	—	—	0 71	
				Cinderford -	Bilson - -	—	—	—	0 66	
				Bilson - -	Churchway -	—	—	—	1 20	
				„ - -	Whitsey - -	—	—	—	0 68	
d - -	Stormy - -	Down line only.		Aure Junction -	New Fancy -	—	—	—	6 29	

RAILWAY COMPANY.	Total Length of the Company's Railway open *for Passenger Traffic*, and of all other Railways open *for Passenger Traffic* which are worked by them.		Portions of the Company's Rai					
			Worked by Telegraph.					
	Consisting of Two or more Lines of Rails.	Consisting of a Single Line of Rails only.	On the Absolute Block System.		Distance of Double Line.	Distance of Single Line worked by the Absolute Block System, in addition to the Train Staff System.	On the Permissive Block System.	
ENGLAND AND WALES—*continued.*								
GREAT WESTERN—*continued* -	m. ch. —	m. ch. —	From	To	m. ch.	m. ch.	From	To
			Section 2.—Swindon to New Milford—*cont.*					
			Stormy - -	Pyle Sidings -	1 25	—	- - -	- - -
			Neath - -	Dynevor Sidings	2 10	Up line only.		
			Neath, South Wales.	Neath, Vale of Neath.	0 66	"		
			Neath, Vale of Neath.	Neath, Neath, and Brecon Junction	0 28			
			Llansamlet -	Gower Road -	8 0			
			Landore - -	Swansea - -	1 32			
			Llanelly Branch.			28 45[a]		
			Carmarthen Bridge.	Llanstephan Crossing.	0 43			
			Haverfordwest Bridge.	Johnston - -	4 24			
			Grange Court Junction.	Rotherwas Junction.	—	21 34[a]		
			Banwood Jn. -	Lansdoun Jn. -	5 30			
			Ditto.	Asylum Lane Junction.	0 49			
					91 55	54 71		
			Section 3.—Didcot to Chester.					
			Didcot Avoiding Line - - -		1 1	—	- - -	- - -
			Didcot - -	Oxford - -	10 28			
			Aynho - -	King's Sutton -	2 22			
			Leamington -	Hatton - -	6 8			
			Bordesley Jn. -	Wolverhampton	15 8			
			Swan Village -	Great Bridge -	1 26			
			Priestfield Jn. -	Stourbridge -	9 69			
			Handsworth Jn.	Ditto	8 38			
			Ketley Junction	Wellington Jn.	0 58	Down line only.		
			Lightmoor Junction.	Coalbrook Hall Junction.	2 24			
			Hollinswood -	Oakengates -	1 16			
			Wheatsheaf Jn.	Rossett - -	3 28			
			Llangollen Road	Chirk - -	3 57			
			Ditto.	Dolgelly - -	—	44 20		
			Gobowen - -	Oswestry - -	—	2 25[a]		
					65 71	46 45		
			Section 4.—Wolvercote Junction to Wolverhampton.					
			Witney - -	Fairford - -	—	14 8	- - -	- - -
			Campden - -	Honeybourne -	4 62			
			Worcester, Norton Junction.	Abbotswood Junction.	0 62			
			Ditto.	Droitwich Jn. -	8 72			
			Kidderminster -	Stourbridge -	7 6			
			Hartlebury -	Colham Junction	—	39 54[a]		
			Bransford Jn. -	Yearsett - -	—	7 5		
					21 42	60 67		
			Section 5.—Worcester to Swansea.					
			Worcester, Rainbow Hill.	Worcester Tunnell Junction -	0 28	—	Redhill Jn.	Tram Inn -
			Worcester, Shrub Hill.	Shelwick Junction.	26 73	1 56[a]	Pontrilas -	Pandy -
			Tenbury - -	Bewdley - -	—	15 32	Llanfihangel	Abergavenny Junction.
			Ross and Monmouth Branch.			12 23	Little Mill Junction.	Pontypool Road.
			Worcester Sidings	Redhill Junction	2 21		Pontypool Road.	Cwm Glyn
			Redhill Junction	Tram Inn - -	*		Blaendare -	Crumlin Jn.
			Tram Inn - -	Pontrilas - -	5 67		HirwainPond	Glyn Neath
			Pontrilas - -	Pandy - -	*		Quaker's Yard Stn.	Junction -
			Pandy - -	Llanfihangel -	2 32			

Railways worked by them.											
ked by the Electric Telegraph, but not on either of the foregoing Systems.				Single Lines of Railway (not included in the foregoing Columns), (1.) Worked under the System in which only One Engine in Steam or Two or more Engines coupled together are allowed to be upon the Single Line or Portions thereof at one and the same Time; or (2.) Worked under the Train Porter System; or (3.) Worked under the Train Staff System.					Length of the Portions of Company's Railway and of other Railways worked by them for *Goods and Mineral Traffic only.*	Remarks.
—		Distance of Double Line.	Distance of Single Line worked by the Electric Telegraph, in addition to the Train Staff System.	—		System as above. (1.) Distance.	Train Porter System. (2.) Distance.	Train Staff System (3.) Distance.		
From	To	m. ch.	m. ch.	From	To	m. ch.	m. ch.	m. ch.	m. ch.	
- -	Port Talbot -	6 35	—	Western Valleys Junction.	Waterloo Junction.	—	—	—	0 28	
cphan	Whitland - -	12 79		Newtown - -	Cardiff Docks -	—	—	—	1 19	
sing.				Maes-ar-rail Junction.	Brofiskin - -	—	—	—	1 70	
				Maesteg - -	Spelter - -	—	—	—	1 5	
				Brynmenin Junction.	Braich-y-Cwmwer.	—	—	—	3 73	
				Hendreforchan Junction.	Gilvach - -	—	—	—	1 56	
				St. David's Crossing.	Dafen - -	—	—	—	1 64	[a] Single lines worked on the block system without the addition of the train staff in m. ch. Section 2 - 51 37 Ditto 3 - 2 25 Ditto 4 - 39 54
				Duffryn - -	Cross Hands -	—	—	—	4 1	
				Garnant - - -	Gwaun-cae-gurwen.	—	—	—	2 6	
		27 6						33 37	29 36	
-	- - - -	—	—	Abingdon -	Radley - -	—	—	2 34		
				Honeybourne -	Hatton - -	—	—	18 24		
				Tipton Junction	Tipton Basin -	—	—	—	0 52	
				Bordesley Jn. -	Midland Junction	—	—	—	0 15	
				Bushbury Junction.	Wolverhampton, Sheffield, and Birmingham.	—	—	—	0 75	
				Stafford Road -	Victoria Basin -	—	—	—	0 68	
				Priestfield Jn. -	Walsall Street -	—	—	—	0 59	
				Congreaves Jn. -	Collieries - -	—	—	—	0 40	
				Hayes Lane -	Ditto - -	—	—	—	0 60	
				Kings Winford Branch.	- - -	—	—	—	2 14	
				Wrexham - -	Brymbo - -	—	—	—	4 41	
				Wheatsheaf Junction.	Frwdd - -	—	—	—	3 66	
				Garrdden Lodge	Bryn-yr-owen -	—		—	0 40	
								20 58	15 50	
-	- - - - -	—	—	Yarnton Junction	Witney -	—	—	8 2		
				Chipping Norton Junction.	Chipping Norton	—	—	4 36		
				Ditto.	Bourton - -	—	—	6 50		
				Marshbrook Junction.	Buildwas - -	—	—	17 48		
								36 56		
pool Road t.	Pontypool Road South.	0 28	—	Leominster -	Kington - -	—	—	13 25		* Working on up line only.
pool Road h.	Ditto.	0 30		Little Mill Junction.	Monmouth -	—	—	16 18		† Working on down line only.
				May Hill - -	Troy Station -	—	—	0 59		
pool Road h.	South Coed-y-gric Junction.	0 25		Cumlin Junction	Llanhilleth -	—	—	—	1 25	
				Maes-y-Cwmmer Junction.	Fleur de Lys -	—	—	—	0 57	
Neath -	South Neath Junction.	5 52		Dare Junction -	Amman - -	—	—	—	2 74	
				Ditto.	Bwlffa - -	—	—	—	1 76	
				Quaker's Yard Junction.	Quaker's Yard, Low Level Box.	—	—	—	0 40	

RAILWAY COMPANY.	Total Length of the Company's Railway open *for Passenger Traffic*, and of all other Railways open *for Passenger Traffic* which are worked by them.		Portions of the Company's Railways Worked by Telegraph.					
	Consisting of Two or more Lines of Rails.	Consisting of a Single Line of Rails only.	On the Absolute Block System.		Distance of Double Line.	Distance of Single Line worked by the Absolute Block System, in addition to the Train Staff System.	On the Permissive Block System.	
			From	To			From	To
ENGLAND AND WALES—*continued.*								
GREAT WESTERN—*continued.*	m. ch. —	m. ch. —	Section 5.—Worcester to Swansea—*cont.*		m. ch.	m. ch.		
			Llanfihangel -	Abergavenny Junction.	*	—		
			Abergavenny Junction.	Littlemill Junction.	8 70			
			Littlemill Junction.	Pontypool Road	†			
			Cwm Glyn -	Blaendare - -	0 69			
			Blaendare - -	Crumlin Junction	†			
			Crumlin Junction	Quaker's Yard Junction.	9 59			
					57 19	29 41[a]		
			Quaker's Yard Junction.	Quaker's Yard Station, East of Tunnel.	0 40*			
			Quaker's Yard Station.	Hirwain - -	10 25	0 32[a]		
			Hirwain Junction	Cyfarthfa Crossing	—	6 52[a]		
			Cyfarthfa Crossing	Rhydycar Junction.	0 20	2 38[a]		
			Gelly Tawr Junction.	Dare Junction -	—			
			Glyn Neath -	Resolven - -	3 14*			
			Pontypool, South	Panteg - -	0 67			
			Pontypool, East	Maindee Junction, North.	8 50			
					23 56	9 42[a]		
			Goods and Mineral Lines worked on the Absolute Block System.					
			Swansea, Vale of Neath.	Eastern Depôt -	1 72			
			Bull's Pill - -	Cinderford -	—	4 23		
			Mwynddy Junction.	Hendreforgan Junction.	—	6 54[a]		
			Gellyrhaidd Junction.	Dinas - -	—	2 75[a]		
			Croes Newydd Branch, end of double line.	Brymbo Crossing	—	0 45[a]		
					1 72	14 37[a]		
				Totals -	435 54	329 32[a]		
			Sections of Railway on which the Block System is being introduced.					
			Section 1.—Didcot to Chester.					
			Oxford - - -	Wolvercot Junction.	2 57	—		
			Stafford Road -	Hollinswood -	14 10			
			Oakengates -	Ketley Junction	1 62			
			Ketley Junction	Wellington Junction.	Up line only.			
			Ditto -	Lightmoor Junction.	—	4 25		
			Lightmoor Junction.	Madeley Junction	—	3 72		
					18 49	8 17		
			Section 2.—Wolvercot Junction to Wolverhampton.					
			Droitwich Junction.	Kidderminster -	9 20	—		
			Ditto -	Stoke Junction -	4 3			
					13 23			

ner Railways worked by them.											
orked by the Electric Telegraph, but not on either of the foregoing Systems.				Single Lines of Railway (not included in the foregoing Columns), (1.) Worked under the System in which only One Engine in Steam or Two or more Engines coupled together are allowed to be upon the Single Line or Portions thereof at one and the same Time; or (2.) Worked under the Train Porter System; or (3.) Worked under the Train Staff System.					Length of the Portions of Company's Railway and of other Railways worked by them for *Goods and Mineral Traffic only.*	Remarks.
—		Distance of Double Line.	Distance of Single Line worked by the Electric Telegraph, in addition to the Train Staff System.	—		System as above. (1.) Distance.	Train Porter System. (2.) Distance.	Train Staff System. (3.) Distance.		
From	To	m. ch.	m. ch.	From	To	m. ch.	m. ch.	m. ch.	m. ch.	
- -	- - - -	—	—	Neath, N. and B.	Swansea, Eastern Depôt.	—	—	—	6 17	* Working on down line only.
				Titley Junction	Eardisley - -	6 73				
				Kington Junction	Radnor - -	6 47				
				Ditto -	Presteign - -	5 58				† Working on up line only.
- -	- - - -	6 55	—			19 18	—	30 22	13 49	
										[a] Single lines worked on the block system without the addition of the train staff in m. ch. Section 5 - 1 56 Ditto 6 - 9 42 Mineral lines - 10 34
- -	- - - -	36 46	—	- - -	- - -	53 26	8 7	179 59	59 11	Total[a] - 198 12
tions of Railways simply worked by Signals.		*double.*								
Section 1.—Didcot to Chester.										
'vercot Junc- n.	Aynho - -	14 3								
g's Sutton -	Leamington -	23 35								
ton - -	Bordesley Junction.	15 46								
lington -	Nantwich Junction.	26 72								
wsbury -	Chirk - -	20 62								
ngollen Junc- n.	Wheatsheaf -	6 65								
sett - -	Saltney Junction	5 44								
		113 7								
tion 2.—Wolvercot Junction to Wolverhampton.										
lvercot Junc- n.	Wolverhampton	30 47								
eybourne -	Norton Junction	15 44								
		46 11								

RAILWAY COMPANY.	Total Length of the Company's Railway open *for Passenger Traffic*, and of all other Railways open *for Passenger Traffic* which are worked by them.		Portions of the Company's Railwa						
			Worked by Telegraph.						
	Consisting of Two or more Lines of Rails.	Consisting of a Single Line of Rails only.	On the Absolute Block System.		Distance of Double Line.	Distance of Single Line worked by the Absolute Block System, in addition to the Train Staff System.	On the Permissive Block System.		I ta D L
			From	To			From	To	
ENGLAND AND WALES—*continued.*									
GREAT WESTERN—*continued.*	m. ch. —	m. ch. —	Section 3.—Swindon to New Milford.		m. ch.	m. ch. —			
			Cardiff - -	Llantrissant -	11 60		- - -	- - -	-
			Tyn - y - Bryn Crossing.	Bridgend -	9 1				
			Narberth Road -	Whitland - -	5 29				
					26 10				
			Section 4.—Paddington to Bristol.						
			Section 5.—Worcester to Swansea.						
					58 2	8 17			
HAMMERSMITH AND CITY -	3 74	—	Bishop's Road -	Hammersmith -	3 35				
			Latimer Road Junction.	Junction with West London Line.	0 39				
					3 74				
HOYLAKE AND BIRKENHEAD	—	5 32	- - -	- - -	—	—	- - -	- - -	-
ISLE OF WIGHT - -	—	11 27	- - -	- - -	—	—	- - -	- - -	-
ISLE OF WIGHT (NEWPORT JUNCTION).	—	8 55	- - -	- - -	—	—	- - -	- - -	-
LANCASHIRE AND YORKSHIRE.	413 60	23 40	Victoria - - (Except through Rochdale, Todmorden, and Mirfield Stations.)	Wakefield - -	47 66	—	Lostock Junction.	Wigan -	6
			North Dean -	Dryclough Jn. -	1 14				
			Milner Royd Junction. (Except through Halifax and Low Moor Stations.)	Bradford "A" -	10 69				
			Springwood Jn. -	Penistone - -	13 3				
			Burnley, North -	South - -	0 20				
			Miles Platting -	Staley Bridge Junction.	6 30				

her Railways worked by them.										
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—	Distance of Double Line.	Distance of Single Line worked by the Electric Telegraph, in addition to the Train Staff System.	—		System as above. (1.) Distance.	Train Porter System. (2.) Distance.	Train Staff System. (3.) Distance.		
ctions of Railway simply worked by Signals—continued.	*Double.*	*Single*							
From / To	m. ch.	m. ch.	From	To	m. ch.	m. ch.	m. ch.	m. ch.	
ection 3.—Swindon to New Milford.									
ltenham - / Lansdown Jn. -	0 79								
nwood Junc- / Millstream Junction.	0 56								
ney - - / Chepstow - -	7 79								
tskewett - / Lliswerry - -	10 53								
stern Valleys / Marshfield - -	3 77								
nction.									
du - - / Brynmenin -	—	0 59							
e Sidings - / Pyle - - -	0 20								
t Talbot - / Neath - -	5 75								
th - - / Dynevor - -	Down line only.								
nevor - - / Llansamlet -	0 60								
ver Road - / Carmarthen Bridge	25 63								
berth Road - / Haverfordwest Bridge.	12 18								
	69 20	0 59							
ction 4.—Paddington to Bristol.									
ntford Pas- / Brentford Goods	0 43								
nger.									
ding - - / Basingstoke -	15 30								
thcot Junction / Hungerford -	23 42								
	39 35								
ction 5.—Worcester to Swansea.	0 48								
rcester Sidings / Barrs Court Jn. -	1 15								
herwass Junc- / Barrs Court Station.	0 43								
dycar Jn. - / Merthyr - -	0 77								
wain - - / Hirwain Pond -	Up line only.								
wain Pond - / Neath Junction -	3 23								
	271 16	0 59							
- - / - - -	—	—	Hoylake - -	Docks Station -	5 32				
- - / - - -	—	—	Ryde - - -	Ventnor - -	—	—	11 27	0 42	
- - / - - -	—	—	Sandown - -	Newport Pan Mill	8 55				
rains telegraphed on message and cial wires between stations and ins.	248 64	10 35	Lockwood Junction.	Meltham - -	—	—	3 3		
			Rawtenstall -	Newchurch -	—	1 76		1 50	Silkstone Branch.
			Bacup - -	Stacksteads -	—	1 16		1 71	Ardwick Branch.
			Woolley Tunnel -	- -	1 40			0 24	Beswick Branch.
								1 1	Oldham Road Branch.
								0 35	Salford Incline.
								2 45	Ovenden Branch.
								0 72	North Dock Branch.
								5 30	North Mersey Branch.
								0 70	Heap Bridge Branch.

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	m. ch.	m. ch.	From	To	m. ch.	m. ch.	From	To	m.
ENGLAND AND WALES—*continued.*									
LANCASHIRE AND YORKSHIRE—*continued.*	—	—	New Bailey Station.	Euxton Junction	24 60				
			Wigan -	Liverpool -	19 4				
			Clifton Junction	Ramsbottom -	9 73				
			Bury Junction, Bolton.	Castleton - -	10 61				
			North Dean -	Stainland - -	1 54	"			
			Ramford Junction	Ormskirk - -	6 29				
			Werneth - -	Central Tunnel -	0 56				
			Entwistle - -	Sough (Tunnel)	2 62				
			Langho - -	Wilpshire Tunnel.	2 12				
			Blackburn -	Daisey Field Junction Tunnel.	0 22				
			Bolton - -	Bradshawgate Tunnel.	0 20				
			Wardleworth -	Facit - -	—	4 28			
			Newchurch -	Stacksteads -	—	1 2			
					158 15	5 30			6
LONDON AND NORTH-WESTERN.	1,119 57	267 29½	Euston - -	Stafford - -	133 40	—	Blisworth -	Wellingborough.	15
			Camden Town Junction (Hampstead Junction Line).	Willesden Junction.	5 20				
			Nuneaton - -	Wigton Junction	15 40				
			Cockley Brake Junction.	Banbury - -	—	6 0			
			Rugby - -	Birmingham -	28 19	—	Darlaston Green.	Bescot Junction.	2
			Coventry - -	Nuneaton - -	10 0				
			Birmingham -	Stafford *viâ* Four Valley.	29 20		Walsall (Rycroft Junction).	Walsall (Park Street).	0
			Aston Junction -	Lawley Street -	1 62				
			Bescop (Pleck Junction).	Aston Junction -	7 47		Walsall, Bodley's Crossing.	Walsall (Bridgman Place).	0
			Bescop, Wednesbury Junction, top of Bescot wire.	Bescot Station -	0 30				
			Dudley - -	Walsall, Bodley's Crossing.	6 0				
			Dudley Port, high level.	Sedgeley Junction	0 60†				
			Walsall, Park Station.	Walsall, Ryecroft Junction.	—	0 44†			
			Walsall, Rycroft Junction.	Wolverhampton (Crane Street Junction, *viâ* Walsall and Wolverhampton Junction).	6 15				
			Bloomfield Stour Valley.	Princes End (Princes End Branch).	1 40				
			Walsall - -	Wicknor Junction.	16 20				
			Bloxwich Station.	Walsall (Ryecroft Junction).	—	2 16*			

* One line only (up line).

† One line only (down line).

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—	Distance of Double Lines.	Distance of Single Line worked by the Electric Telegraph, in addition to the Train Staff System.	—		System as above. (1.) Distance.	Train Porter System. (2.) Distance.	Train Staff System. (3.) Distance.				
om	To	m. ch.	m. ch.	From	To	m. ch.	m. ch.	m. ch.	m. ch.	From	To	m. ch.
		248 64	10 35			1 40	3 12	3 3	14 78			
- - -	—	—	Harlesden -	Loop Line -	—	—	—	1 0	Dunstable Branch.	- - -	7 0
			Watford - -	St. Albans -	—	—	7 0		Bletchley -	Bedford -	16 0
			Watford - -	Rickmansworth	—	—	4 40		Sandy -	Cambridge	21 20
			Cheddington -	Aylesbury -	—	—	7 20		Oxford Branch.	- - -	31 40
			Wolverton -	Newport Pagnell	—	—	3 70½		Lamport -	DustinJunction.	11 0
			Verney Junction	Cockley Brake Junction.	—	—	15 60		Market Harboro'.	Luffenham	17 60
			Bedford - -	Sandy - -	—	—	8 40		Peterboro'	Wellingboro'	31 60
			Lamport - -	Market Harboro'	—	—	8 0				
- - -	—	—	Rugby - -	Market Harboro'	—	—	17 60	—	Dunchurch	Morton -	3 60
			Rugby - -	Dunchurch -	—	—	4 20		Leamington (A.)	Leamington (M.)	1 0
			Morton - -	Leamington (A.)	—	—	6 60		Bushbury	Darlaston Green.	4 60
			Leamington (M.)	Coventry - -	—	—	8 40		Darlaston Green.	Bescot -	2 0†
			Wednesbury -	Portway Crossing	—	—	0 40		Wednesbury	Princes End	1 60
									Wednesbury	James Bridge	2 40
									Aston -	Sutton Coldfield.	5 20
									Walsall, Ryecroft Junction.	Bloxwich -	2 16*
									Bloxwich -	R ugeley -	12 20

RAILWAY COMPANY.	Total Length of the Company's Railway open *for Passenger Traffic*, and of all other Railways open *for Passenger Traffic* which are worked by them.		Portions of the Company's Railw						
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ENGLAND AND WALES—*continued.*									
LONDON AND NORTH-WESTERN—*continued.*	m. ch.	m. ch.	From	To	m. ch.	m. ch.	From	To	
			Stafford - -	Crewe - -	24 24	—	Temperley Junction.	Broadheath Junction.	
			Crewe - -	Warrington -	24 10		Widnes Station.	Ditton Junction.	
			Warrington -	Euxton Junction	21 37		Kenyon Junction.	Bradshaw, Leach Junction.	
			Huyton Junction	Spring Branch -	12 62				
			Kenyon Junction	Lime Street -	18 66				
			Wigan - -	Worsley - -	9 76				
			Birdswood Junction.	Edge Hill - -	15 45		Speke Junction.	Garston Station.	
			Broadheath -	Widnes - -	16 67		Allerton Junction.	Garston Junction.	
			Widnes - -	Clock Face -	4 10		Winwick Junction.	Earlstown Junction.	
							Clock Face	St. Helen's (Raven St. Junction).	
			Edge Hill - -	Canada Dock -	4 53	—	- - -	- - -	
			Halton Junction	Frodsham Junction.	1 20				
			Preston Junction, South.	Golborne Junction.	0 40				
			Crewe - -	Stockport -	24 28	—	Edgley Junction.	Cheadle -	
			Stockport - -	Guide Bridge -	5 35				
			Staleybridge -	Heaton Lodge -	21 43				
			Thornhill Junction.	Leeds, Copley Hill.	10 0				
			Heaton Norris -	Ardwick - -	4 35				
			Greenfield -	Lees - -	2 12				
			Bradley Wood -	Bradley Junction	1 17				
			Cheadle - -	Northenden Junction.	1 40				
			Cheadle Hulme -	Macclesfield -	9 45				
			Eccles Junction	Bolton Junction	7 25				
			Kenyon Junction	Manchester (Victoria).	12 78				
			Preston - -	Tebay - -	53 0	—	Tebay -	Shap Summit	
			Shap Summit -	Woodbank -	29 35	—	Woodbank -	Carlisle	
			Whitehaven -	Workington -	7 35				
			Crewe - -	Chester - -	21 9	—	- - -	- - -	
			Chester - -	Holyhead - -	84 15				
			Broughton Hall -	Hope - -	4 23				
			Menai Bridge -	Carnarvon -	7 65				
			Carnarvon -	Llanberis - -	—	8 39			
			Carnarvon -	Llanwnda - -	—	3 20			
			Nantwich Junction.	Crewe, Shrewsbury Junction.	4 48	—	Stafford -	Wellington Junction.	
			Whitchurch, Chester Junction.	Tathenhall, Chester Junction.	14 15	—	Shrewsbury, Crewe Junction.	Nantwich Junction	

r Railways worked by them.

d by the Electric Telegraph, but not on either of the foregoing Systems.

Single Lines of Railway (not included in the foregoing Columns), (1.) Worked under the System in which only One Engine in Steam or Two or more Engines coupled together are allowed to be upon the Single Line or Portions thereof at one and the same Time; or (2.) Worked under the Train Porter System; or (3.) Worked under the Train Staff System.

Length of the Portions of Company's Railway and of other Railways worked by them for *Goods and Mineral Traffic only.*

Remarks.

Time or Fixed Signal System.

		Distance of Double Line.	Distance of Single Line worked by the Electric Telegraph, in addition to the Train Staff System.			System as above (1.) Distance.	Train Porter System. (2.) Distance.	Train Staff System. (3.) Distance.				
	To	m. ch.	m. ch.	From	To	m. ch.	m. ch.	m. ch.	m. ch.	From	To	m.ch.
m haw h.	Bolton	—	8 25	St. Helen's Junction.	Sutton Oak Junction.	0 40	—	—	—	Bradshaw Leach.	Tyldesley	3 72
				Ramford Junction.	Gerrard's Bridge	—	—	5 11				
				Pemberton Junction.	Park Lane Junction.	—	—	—	4 11			
				Ince Moss Junction.	Haigh Junction	—	—	—	5 40			
				Spring's Branch	- - -	—	—	—	3 65			
				Ravenhead Branch.	- - -	—	—	—	1 40			
				Socket Nook Branch.	- - -	—	—	—	0 60			
				Broad Oak Branch.	- - -	—	—	—	0 20			
				St. Helen's Junction.	Sutton Bank -	—	—	—	0 60			
-	- -	—	—	Sutton Oak -	Blackbrook -	—	—	—	2 40			
				Haydock Junction.	Old Ford - -	—	—	—	1 0			
				Wapping Tunnel	- - -	—	—	—	1 49			
				Waterloo Tunnel	- - -	—	—	—	2 62			
				Carter's House Junction.	West Deviation, Widnes.	—	—	—	1 0			
				Parkside - -	Preston Junction	—	—	—	0 20			
				Dallam Branch -	- - -	—	—	—	0 60			
				Northwich -	Sandback -	—	—	9 20				
-	- - -	—	—	Whaleybridge -	Cromford - -	—	—	—	33 0	Ardwick Junction.	London Road Junction, Manchester.	0 38
				Patricroft Junction.	Clifton Junction	—	—	—	3 43			
				Delph Junction	Delph Station -	—	—	1 51		Edgeley Junction.	Buxton -	19 0
				Kirkburton Junction.	Kirkburton Station.	—	—	4 26		Lees -	Oldham, Mumps Junction.	3 47
				Birstal Junction	Birstal Station -	—	—	1 71				
				Farnley Junction	Farnley Junction Works.	—	—	—	1 0			
-	- - - -	—	—	Morecombe -	Hesk Bank Junction.	—	—	2 35	—	Low Gill Junction.	Ingleton -	18 40
				Maryport Dock Branch.	- - -	—	—	—	0 70	Oxhenholm	Windermere	10 20
										Workington	Maryport	5 20
										Workington	Cockermouth.	8 40
Junc-	Broughton Hall.	1 29	—	Holyhead Station	Holyhead Pier -	—	—	1 5				
-	Denbigh -	20 27		Foryd Station -	Foryd Pier -	—	—	—	0 57			
Junc-	Foryd Station.	0 22		Padeswood -	Coed Talon -	—	—	—	2 30			
				Coed Talon -	End of London and North-western Line on Ffrith Branch.	—	—	—	1 13			
dno ion.	Llandudno -	—	3 14									
dno ion.	Bettws-y-Coed.	—	15 16	Coed Talon -	Mold (Gas lane Junction).	—	—	—	4 22			
da - tation	Afon Wen -	—	14 68	Junction with Ffrith Branch.	Junction with Mold and Trydyn Branch.	—	—	—	0 26			
	Denbigh -	—	8 59									
				Prestatyn - -	Dyserth - -	—	—	—	2 69			
				Pen-y-groes -	Nantlle - -	—	—	1 34				
-	- - - -	—	—	Wellington -	Coalport - -	—	—	9 40				

RAILWAY COMPANY.	Total Length of the Company's Railway open *for Passenger Traffic*, and of all other Railways open *for Passenger Traffic* which are worked by them.		Portions of the Company's Ra: Worked by Telegraph.					
	Consisting of Two or more Lines of Rails.	Consisting of a Single Line of Rails only.	On the Absolute Block System.		Distance of Double Line.	Distance of Single Line worked by the Absolute Block System, in addition to the Train Staff System.	On the Permissive Block System.	
ENGLAND AND WALES—*continued.*								
	m. ch.	m. ch.	From	To	m. ch.	m. ch.	From	To
LONDON AND NORTH-WESTERN—*continued.*	—	—	Craven Arms -	Knighton - -	12 17	—	- - -	- - -
			Knighton - -	Llanbister Road	—	9 32		
			Llanbister Road	Penybont Junction.	6 22			
			Penybont Junction.	Llandovery -	—	30 78		
			*Abergavenny Junction.	Clydach Junction	6 40			
			Clydach Junction	Gellavalln Junction.	—	1 54		
			Gellavalln Junction.	Nantybwch -	5 60			
			Brynmawr -	Blaenavon -	—	4 20		
			Rhymney Bridge	Dowlais - -	—	3 40		
			Pontardulais -	Swansea - -	—	12 36		
					773 66	82 59		
Add - - - -	30 20	30 29	For two extra lines between Camden and Tring.		30 20			
			For third line, Tring to Bletchley worked upon the absolute block system only.		—	15 0		
			For third line between Nuneaton and Rugby open at present for goods traffic, but worked upon the absolute block system only.		—	14 20	Single, for third line only - Dudley Port (low level) to Dudley, worked upon the permissive system.	
					30 20	29 20		
	29 21	12 72	Joint lines not separately returned:—					
			Ashby and Nuneaton, with Midland Company (at present maintained by London and North-western Company).					
			Stoke Golding -	Hinckley - -	29 21			
			Nuneaton - -	Shackerstone -				
			Shackerstone -	Coalville - -				
			Shackerstone -	Overseal - -				
			Dundalk and Greenore (with Irish North-western Railway Company).					
			Dundalk - -	Greenore - -	—	—	- - -	- - -
			Total Joint Lines - -		29 21	—		
	6 39	55 67	Lines worked by London and North-western Railway Company:					
			Cockermouth, Keswick, and Penrith, Cockermouth Junction to Penrith.		—	—	- - -	- - -

* Block Telegraph only.

ıer Railways worked by them.													
rked by the Electric Telegraph, but not on either of the foregoing Systems.				Single Lines of Railway (not included in the foregoing Columns), (1.) Worked under the System in which only One Engine in Steam or Two or more Engines coupled together are allowed to be upon the Single Line or Portions thereof at one and the same Time; or (2.) Worked under the Train Porter System; or (3.) Worked under the Train Staff System.					Length of the Portions of Company's Railway and of other Railways worked by them for *Goods and Mineral Traffic only.*	Remarks. Time of Fixed Signal System.		
—		Distance of Double Line.	Distance of Single Line worked by the Electric Telegraph, in addition to the Train Staff System.	—		System as above. (1.) Distance.	Train Porter System. (2.) Distance.	Train Staff System. (3.) Distance.				
From	To	m. ch.	m. ch.	From	To	m. ch.	m. ch.	m. ch.	m. ch.	From	To	m. ch.
- - - - -		—	—	Ebbw Vale Junction.	Ebbw Vale -	—	—	1 40				
				Waenavon Junction.	Waenavon -	—	—	—	0 60			
				Gower Road -	Penclawdd -	—	—	3 5				
		21 78	50 22					133 68½	78 37			241 13
- - - - -		—	—	Dundalk - -	Greenore - -	—	—	12 72				
								12 72				
- - - - -		—	—	Cockermouth, Keswick, and Penrith Railway.		—	—	31 14				

RAILWAY COMPANY.	Total Length of the Company's Railway open *for Passenger Traffic*, and of all other Railways open *for Passenger Traffic* which are worked by them.		Portions of the Company's Railway Worked by Telegraph.						
	Consisting of Two or more Lines of Rails.	Consisting of a Single Line of Rails only.	On the Absolute Block System.		Distance of Double Line.	Distance of Single Line worked by the Absolute Block System, in addition to the Train Staff System.	On the Permissive Block System.		Distance of Double Line.
ENGLAND AND WALES—*continued.*									
LONDON AND NORTH-WESTERN—*continued.*	m. ch. 1,185 57	m. ch. 366 37½	From	To	m. ch.	m. ch.	From	To	m.
			Llandilo Junction	Abergavelly Jn.	—	13 25			
			Harborne Railway.	- - -	0 12	2 27			
			Sirhowy Railway.						
			Nine Mile Point-	Tredegar Junction.	4 32	—	- - -	- - -	—
			Bedwelty -	Tredegar Station	1 75	,,			
					6 39	15 52		Double -	82
GRAND TOTAL - - -	1,185 57	366 37½			839 66	127 51		Single -	1
LONDON AND NORTH-WESTERN AND GREAT WESTERN JOINT.	109 29	27 22¼	Hereford - (Rotherwas Junction).	Hereford - (Redhill Junction).	2 10½	—	Frodsham Junction.	Halton Station.	0
			Shrewsbury - (Abbey Foregate)	Wellington - (Market Drayton Junction).	9 35¼		Shrewsbury, Sutton Bridge.	Shrewsbury Station.	0
			Chester (Brook Lane).	Birkenhead (Grange Lane Junction).	14 22		Shrewsbury, Abbey Foregate.	Shrewsbury Station.	0
			Chester (Crewe Junction).	Frodsham Junction.	10 60½		Shrewsbury, Abbey Foregate.	Shrewsbury, Coleham Junction.	0
			Halton - -	Walton Junction	5 58		Wellington, Market Drayton Junction.	Wellington, Stafford Junction.	0
			Shrewsbury (Sutton Bridge).	Craven Arms (North Box).	18 56				
			Craven Arms (Central Wales Junction).	Ludlow, North Box.	7 4		Richmond Junction.	South Main Junction.	0
			Ludlow (Station box).	Leominster (Kington Junction).	10 42				
			Leominster, South Box.	Dinmore (North end of Tunnel).	3 70				
			Dinmore Station	Hereford, Barrs Court Junction.	6 56				
	2 28	—	North Pole Junction.	Richmond Junction.	1 51				
			South Main Junction.	Earls Court Junction.	0 18				
	111 57	27 22¼			91 3				3
LONDON AND SOUTH-WESTERN.	444 60	262 60	Waterloo -	Southampton -	78 60	—	- - -	- - -	-
			Southampton -	Dorchester -	62 20				
			Dorchester -	Weymouth -	7 0				
			Ringwood -	Bournemouth -	—	12 0			
			Worthing Junction.	Salisbury -	32 40				
			Salisbury -	Yeovil - -	39 20				
			Yeovil - -	Exeter -	50 20				
			Sidmouth Junction.	Sidmouth -	—	8 20			
			Queen Street -	St. Davids -	0 40				
			Cowley Junction	Crediton -	5 40				
			Crediton -	Torrington -	—	46 20			
			Barnstaple -	Ilfracombe -	—	14 60			
			Yeoford - -	Lidford - -	—	24 20			
			Woking - -	Godalming -	10 0				
			Godalming -	Havant - -	—	32 0			
			Pirbright Junction.	Farnham Junction.	7 40				
			Farnham Junction.	Ash - -	1 0	3 20			
			Ash - -	Guildford -	5 60				
			Farnham -	Winchester Junction.	—	25 40			

cr Railways worked by them.

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		Distance of Double Line.	Distance of Single Line worked by the Electric Telegraph in addition to the Train Staff System.			System as above. (1.) Distance.	Train Porter System. (2.) Distance.	Train Staff System. (3.) Distance.		
From	To	m. ch. 21 78	m. ch. 50 22	From	To	m. ch.	m. ch.	m. ch.	m. ch.	
- -	- -	—	—	Tredegar Junction.	Bedwelty -	—	—	7 7		
				Tredegar -	Nantybwch -	—	—	1 74		
				Tredegar Junction, S.R.	Tredegar Junction (G.W.).	—	—	—	0 17	
								40 15	0 17	
		21 78	50 22			0 40	—	186 75½	78 54	Time or fixed signal system 241 13
- -	- - -	—	—	Ludlow - -	Clee Hill -	—	—	—	6 0	
				Cruckmeole Junction.	Minsterley -	—	—	4 50		
				Cruckmeole Junction.	Buttington -	—	—	11 50½		
				Hooton - -	Parkgate -	—	—	4 46¾		
				Woofferton -	Tenbury -	—	—	5 4		
				Dinmore (North Box).	Dinmore Station	0 67	—	—	—	Worked by telegraph.
				Birkenhead, Grange Lane Junction.	Birkenhead, Monks Ferry.	0 44	—	—	—	Worked by telegraph.
				Birkenhead, Grange Lane.	Birkenhead, Canning Station.	—	—	—	0 40	
				Brymbo Junction	Coed Talon Junction.	—	—	—	2 67	Note.—17 m. 23 ch. of double line are worked neither by the electric telegraph nor on either of the foregoing systems, but under the old time signal station.
						1 31	—	25 71¼	9 27	
- - - -		—	—	Weymouth -	Portland -	—	—	5 40		
				Brockenhurst -	Lymington -	5 40				
				Portswood -	Netley - -	—	—	5 0		
				Seaton Junction	Seaton - -	—	—	4 20		
				Exmouth Junction.	Exmouth -	—	—	9 0		
				Chard Junction -	Chard - -	3 0				
				Petersfield -	Midhurst -	9 20				

RAILWAY COMPANY.	Total Length of the Company's Railway open *for Passenger Traffic*, and of all other Railways open *for Passenger Traffic* which are worked by them.		Portions of the Company's Railwa							
			Worked by Telegraph.							
	Consisting of Two or more Lines of Rails.	Consisting of a Single Line of Rails only.	On the Absolute Block System.		Distance of Double Line.	Distance of Single Line worked by the Absolute Block System, in addition to the Train Staff System.	On the Permissive Block System.		I ta D L
			From	To			From	To	m
ENGLAND AND WALES—*continued.*									
LONDON AND SOUTH-WESTERN—*continued.*	m. ch. —	m. ch. —	Waterloo - -	Windsor - -	m. ch. 25 0	m. ch.			
			Weybridge -	Virginia Water -	5 60				
			Staines - -	Wokingham -	17 40				
			Wokingham -	Reading - -	7 0				
			Raynes Park -	Leatherhead -	9 40				
			Hampton Court Junction.	Hampton Court -	1 40	,,			
			Wimbledon -	Twickenham -	8 20				
			Wimbledon -	Streatham, including Loop.	5 60				
			Barnes - -	Feltham viâ Loop	8 60				
			Kensington -	Richmond -	6 0				
			Bishopstoke -	Gosport - -	16 0				
			Fareham - -	Portsmouth -	10 20				
			Andover - -	Redbridge -	—	23 40			
			Poole Junction -	Poole - -	—	3 40			
			Poole Junction -	Bournmouth -	—	3 60			
			Bishopstoke -	Salisbury - -	23 20				
			Salisbury - -	West Moors -	—	18 20			
			Fulwell - -	Shepperton. -	—	6 0			
					444 60	221 20			
LONDON, BRIGHTON, AND SOUTH COAST.	254 0	91 0	- - The whole line - -		254 0	91 0			
LONDON, CHATHAM, AND DOVER.	133 63½	22 7	London - -	Dover, Ramsgate, and Crystal Palace.	124 52½	—	- - -	- - -	
				Sheerness Branch	—	6 67			
			Swanley Junction	Sevenoaks -	9 11				
			Otford Junction	Maidstone -	—	15 20			
					133 63½	22 7			
LONDONDERRY - - - (Seaham to Sunderland.)	6 0	—	- - -	- - -	—	—	- - -	- - -	
LONDON, TILBURY, AND SOUTHEND.	41 45	3 67	Gas Factory Junction.	Bromley Station	0 46	—	- - -	- - -	
MACCLESFIELD COMMITTEE	10 42	—	Marple Junction	Macclesfield -	10 42				
MANCHESTER AND MILFORD	—	41 43	- - -	- - -	—	—	- - -	-	
MANCHESTER, SHEFFIELD, AND LINCOLNSHIRE.	225 16	11 34	Ardwick - -	Hadfield - -	12 40	(a)	- - -	- - -	
			Woodhead -	Dunford - -	3 20	(a)			
			Sheffield - -	Retford - -	23 20	(a)			
			Clarboro' Tunnel	- - -	1 0	(a)			
			Kirton - -	Scawby - -	3 40	(a)			
			Oxspring - -	West Silkstone -	1 0	(b)			
			Summer Lane -	Barnsley - -	1 20	(b)			

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—		Distance of Double Line.	Distance of Single Line worked by the Electric Telegraph, in addition to the Train Staff System.	—		System as above. (1.) Distance.	Train Porter System. (2.) Distance.	Train Staff System. (3.) Distance.		
From	To	m. ch.	m. ch.	From	To	m. ch.	m. ch.	m. ch.	m. ch.	
						17 60	—	23 60		
						17 60	—	23 60		
- -	-	—	—	Faversham Station.	Faversham Creek	—	—	—	1 20*	*Used only for goods and mineral traffic.
				Queenboro' Station.	Queenboro' Pier	—	—	—	0 54†	†Do. do. Worked under system (1.)
						—	—	—	1 74	
- -	- - -	—	—	- - -	- - -	—	—	—	1 0‡	‡One mile single line of rails for minerals only.
ley - -	Plaistow - -	1 24	—	Thames Haven Junction.	Thames Haven -	—	—	3 67		
y Mills -	North Woolwich Junction.	0 23								
Gate Junc-	Barking Junction	1 43								
es Haven tion.	Thames Haven -	—	3 67							
ow - -	Southend - -	38 46								
- - -	- - -	—	—	Aberystwith -	Pencader - -	—	—	41 43		
ick - -	New Holland -	106 23		New Holland -	Barton - -	3 40				
the exception of sections ked (a), and worked on the lute block system.				Dinting - -	Glossop - -	—	—	1 3§	—	§With speaking telegraph also.
				Barnsley Coal Railway.	- - -	—	5 8			
lesby -	Cleethorpes -	13 43		Elsecar Branch -	- - -	—	2 49			
Bridge -	Staleybridge -	2 34		Worsboro' Branch	- - -	—	6 5			
ley Junc-	Barnsley - -	6 46		Grange Colliery Branch.	- - -	1 65				
the exception of the sections ked on the absolute block em, marked (b) in the proper mn.										

RAILWAY COMPANY.	Total Length of the Company's Railway open *for Passenger Traffic*, and of all other Railways open *for Passenger Traffic* which are worked by them.		Portions of the Company's Rails Worked by Telegraph.					
	Consisting of Two or more Lines of Rails.	Consisting of a Single Line of Rails only.	On the Absolute Block System.		Distance of Double Line.	Distance of Single Line worked by the Absolute Block System, in addition to the Train Staff System.	On the Permissive Block System.	
ENGLAND AND WALES—*continued.*								
	m. ch.	m. ch.	From	To	m. ch.	m. ch.	From	To
MANCHESTER, SHEFFIELD, AND LINCOLNSHIRE—*cont.*	—	—	Pindar Oaks -	Ardsley Oaks -	0 60	(c)	- - -	- - -
			Woodburn Junction.	Attercliffe -	1 35			
			Attercliffe - -	Darnall - -	0 46			
					48 41			
MANCHESTER, SOUTH JUNCTION, AND ALTRINCHAM.	9 24	—	Altrincham -	Oxford Road, Manchester.	7 61	—	London Road, Manchester. Castlefield Junction, Manchester. Altrincham	Oxford Road, Manchester. Ordsall Lane, Manchester. Bowden -
					7 61			
MARYPORT AND CARLISLE -	27 67	10 20	- - -	- - -	—	—	- - -	- - -
MAWDDWY - - -	—	6 59	- - -	- - -	—	-	- - -	- - -
METHLEY JOINT - -	—	—	Included in Great Northern Return.					
METROPOLITAN - -	6 31	1 69	Bishopsgate -	High Street, Kensington.	6 31	—	- - -	- - -
METROPOLITAN AND DISTRICT JOINT LINES.	1 11	—	High Street, Kensington.	South Kensington	1 11			
	7 42	1 69						
METROPOLITAN DISTRICT -	8 27	—	Mansion House -	Hammersmith, High Street and West Brompton.	8 27			

r Railways worked by them.

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—		Distance of Double Line.	Distance of Single Line worked by the Electric Telegraph, in addition to the Train Staff System.	—		System as above. (1.) Distance.	Train Porter System. (2.) Distance.	Train Staff System. (3.) Distance.		
From	To	m. ch.	m. ch.	From	To	m. ch.	m. ch.	m. ch.	m. ch.	
ley - -	Doncaster -	16 13		Aldam Junction	Chapeltoun -	—	6 71			
				Birley Branch -	- - -	2 66				
the exception of 60 chains ed on the absolute block sys- marked (°) in the proper nn.				Wombwell Main Branch.	- - -	—	—	—	—	Private branch, but worked under system No. 1.
				Gunness Branch	- - -	0 77				
aster - -	Gunhouse - -	20 25		North Lincolnshire Branch.	- - -	—	—	—	—	Do. do.
tby - -	Lincoln - -	28 71								
rn Junction	Chapeltoun -	—	6 71	Glebe Iron Branch.	- - -	—	—	—	—	Do. do.
ltoun - -	Attercliffe Junction.	6 57								
y Junction	Rotherham -	2 34								
				Goods and Mineral.						
e.—The remainder of the Com- s railway is not worked upon f the systems named herein, chiefly goods branches, ex- g as shown in the column ap- iated to single lines.				Manchester Goods Branch -	-	—	—	—	0 30	
				Thurgoland Goods Branch -	-	—	—	—	1 69	
				Birley Branch -	- -	—	—	—	2 66	
				Sheffield Park Station Branch	-	—	—	—	0 27	
				Meadow Hall Branch	- -	—	—	—	0 42	
				Carlton Branch -	- -	—	—	—	1 0	
				Tinsley Curve -	- -	—	—	—	0 26	
				Mexbro' Curve -	- -	—	—	—	0 15	
				Hexthorpe Coal Branch	- -	—	—	—	1 7	
				Keadby Branch -	- -	—	—	—	0 51	
				New Holland Goods Branch	-	—	—	—	0 32	
		203 26	6 71			9 8	20 53	1 3	9 45	
- -	- - - - -	—	—	Aspatria - -	Mealsgate - -	4 7	—	—	—	*Note.*—On the 27 miles 67 chains of double line all ordinary passenger trains (four daily in each direction, running at considerable intervals of time) stop at every station, and are protected by home and distant signals at each station, and junction. The distance between the stations averages only three miles.
				Bullgill - -	Brigham - -	—	6 13			
				Mealsgate - -	Blaithwaite -	—	—	—	1 47	
- -	- - - - -	—	—	Dinas Mawddwy	Cemmes Road -	6 59				
-	- - - -	—		Baker Street - St. John's Wood Railway.	Swiss Cottage -	—	1 69			

RAILWAY COMPANY.	Total Length of the Company's Railway open *for Passenger Traffic*, and of all other Railways open *for Passenger Traffic* which are worked by them.		Portions of the Company's Railway						
			Worked by Telegraph.						
	Consisting of Two or more Lines of Rail.	Consisting of a Single Line of Rails only.	On the Absolute Block System.		Distance of Double Line.	Distance of Single Line worked by the Absolute Block System, in addition to the Train Staff System.	On the Permissive Block System.		
ENGLAND AND WALES—*continued.*									
	m. ch.	m. ch.	From	To	m. ch.	m. ch.	From	To	m
MIDLAND - - - -	755 20	125 78	Clapham Junction and Manningham.	St. Pancras viâ Alfreton.	—	—	- - -	- - -	
			With the following exceptions:— Skipton North Box to Robinson's Sidings - ½ mile; Keighley North Box to Worth Valley Junction ½ „; North Junction, Normanton, to Goose Hill Junction - - - 1 „; Trent North and South Junctions - - ¼ „; Leicester North Box to London Road Junction ¼ „		2m. 40ch.	241 0			
			Clay Cross Junction.	Bristol (viâ Dunhampstead).					
			(Three miles of which belong to the Great Western Company), with the following exceptions:— Derby North Junction to Litchurch Junction - 1 mile; Horninglow Bridge, Burton, to Leicester Junction ¾ „; Stoke Works to Abbotts Wood Junction - - 11 „		134 20				
			Ambergate -	Buxton and New Mills.	39 40				
			Apperley Junction	Burley and Milnerwood Junctions.	6 40				
			Cudworth - -	Barnsley - -	4 0				
			Trent Station and North Erewash Junction.	Queen's Road, Nottingham.	7 0				
			Saltley Junction	London and North-western Railway, Birmingham.	0 60				
			St. Andrew's Junction.	Garrison Lane Junction, Birmingham.	0 20				
			Worthington -	Burton Road, Ashby.	—	5 20			
			Whitacre - -	South Leicestershire Junction, Nuneaton.	11 40				
			Kingswood Junction.	Ashley Hill Junction.	1 40				
			Mangotsfield -	Bath - -	10 0				
			North Junction and London Road Junction, Derby.	Trent North Junction, Trent South Junction.	12 40				
			Wigston North Junction.	Rugby - - -	16 60				
			Wigston South Junction.	Blaby Junction -	0 40				
			North Knighton Junction.	Desford Junction	6 60				
			Syston North and South Junctions.	Melton - -	10 40				
			Nene Junction -	Great Northern Junction, Peterboro'.	0 20				
			Oakham Sidings	Stamford Junction.	14 0				
			Kirkby Junction	Pye Bridge Junction.	5 0				

er Railways worked by them.

rked by the Electric Telegraph, but not on either of the foregoing Systems.

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—		Distance of Double Line.	Distance of Single Line worked by the Electric Telegraph, in addition to the Train Staff System.	—		System as above. (1.) Distance.	Train Porter System. (2.) Distance.	Train Staff System. (3.) Distance.	Length of the Portions of Company's Railway and of other Railways worked by them for *Goods and Mineral Traffic only.*	Remarks.
From	To	m. ch.	m. ch.	From	To	m. ch.	m. ch.	m. ch.	m. ch.	
y and In-	Clapham - -	14 0		Hornby - -	Lancaster - -					
n.					Ladies' Walk -	—	—	8 0		
k - -	Skipton - -	3 40		Green Ayre -	Castle Station Junction.	0 41				
s - -	Rotherham -	1 0								
rough -	Beighton Junction.	6 0		Little Eaton -	Ripley - -	—	6 30			
				Hazlewood -	Wirksworth -	—	—	6 35		
wood -	Duffield - -	—	2 0	Coleshill - -	Hampton - -	—	—	5 20		
urne -	Melbourne Junction, Derby.	5 40		Melbourne -	Worthington -	—	—	3 75		
				Bristol, St. Philip's.	Lawrence Hill Junction.	0 42				
ill - -	Whitacre - -	—	2 0							
n Junction	Chellaston Junction.	4 20		Yate - - -	Iron Acton Junction.	—	—	1 63		
rd Junction	Desford - -	0 40		Iron Acton Junction.	Thornbury -	5 54				
ille - -	Swannington Junction, No. 3.	1 0								
				Barnt Green -	Redditch - -	—	—	4 66		
n and	Garrison Lane Junction, Birmingham.	0 20		Coal Junction -	Dursley - -	2 47				
h - western				Mansfield - -	Rolleston Junction.	—	—	14 57		
tion.										
Works	Abbots Wood Junction.	11 0		Swadlincote -	Swadlincote Junction.	2 40				
tion.										
n - -	Oakham - -	11 40		Desford Junction	West Bridge -	6 0				
ord Junc-	Wisbeach Junction, Peterboro'.	7 60		Morefield - -	Creden Hill -	—	—	4 20		
				Kinnersley -	Three Cocks -	—	—	13 68		
ston Junc-	Sheet Stores Junction.	7 40								
North	Trent, South Junction.	0 20								
tion.										
gham -	Lincoln - -	33 0								
en Signal Posts at	Bradford -	1 0								
o. do.	Leeds -	0 40								
o. do.	Normanton	1 0								
o. do.	Sheffield Yard.	0 40								
o. do.	Derby -	1 0								
o. do.	Burton -	0 60								
o. do.	Knighton -	0 40								
o. do.	Gloucester	0 40								
o. do.	Bristol -	0 40								
o. do.	Mangotsfield	0 60								
o. do.	Peterboro'	1 0								
o. do.	Leicester -	0 40								
o. do.	Bedford -	0 40								
o. do.	London -	0 20								
o. do.	Nottingham	0 40								

RAILWAY COMPANY.	Total Length of the Company's Railway open *for Passenger Traffic*, and of all other Railways open *for Passenger Traffic* which are worked by them.		Portions of the Company's Railwa						
			Worked by Telegraph.						
	Consisting of Two or more Lines of Rails.	Consisting of a Single Line of Rails only.	On the Absolute Block System.		Distance of Double Line.	Distance of Single Line worked by the Absolute Block System, in addition to the Train Staff System.	On the Permissive Block System.		t D l
ENGLAND AND WALES—*continued.*									
	m. ch.	m. ch.	From	To	m. ch.	m. ch.	From	To	m
MIDLAND—*continued* - -	755 20	125 78	Radford Junction	Trowell Junction	5 0				
			Mansfield Junction, Nottingham.	Shireoaks and Worksop Junctions.	32 0				
			Crick Junction, Ambergate.	Codnor Park and Reddings Junction.	6 0				
			Desford - -	Coalville - -	8 0				
			Swannington Sidings, No. 3.	Leicester Junction, Burton.	13 40				
			Southill (on one line only).	Cardington -	4 20				
			Paul's Road Junction.	King's Cross Junction.	1 0				
			Child's Hill Junction.	Acton Wells Junction.	4 20				
			Kentish Town Junction.	Highgate Road -	0 40				
			Credenhill -	Kinnersley	—	7 40			
			Swansea - -	Brynamman, viâ Morriston.	—	19 0			
			Beighton Junction.	Tapton Junction	8 20				
			Ladies Walk, Lancaster.	Lancaster Junction.	0 40				
			Lancaster Junction.	Morecambe -	—	3 0			
	755 20	125 78			605 60	34 60			
			Lines belonging to other companies maintained and worked by the Midland Company:—						
	36 18	82 18	Redditch - -	Studley - -	—	3 20	- - -	- - -	
			Oakley Junction	Northampton Passenger Station.	19 76				
			Highgate Road Junction.	Tottenham Junction.	4 40				
			Twywell - -	Thrapstone -	—	2 20			
					24 36	5 40			
	57 4	18 1	*Joint Lines.*						
			Wennington Junction.	Keir Bridge, Carnforth.	9 20	—	- - -	- - -	
			Narrows Hill -	Clifton - -	2 0				
			Moira - -	London and North-western and Midland, Nuneaton.	20 0				
			Coalville Junction.	Shackerstone Junction.	—	6 10			
			Otley -	Ilkley - -	6 0				
			Malvern Wells Junction.	Malvern Link Station.	1 51				
			Hyde Junction -	New Mills Junction.	9 4				
			Romiley - -	Ashbury's - -	5 77				
			Romiley Junction	Bredbury Junction.	1 24				
			Brinnington Junction.	Redditch Junction.	1 22				
					56 38	6 10			

her Railways worked by them.

orked by the Electric Telegraph, but not on either of the foregoing Systems.				Single Lines of Railway (not included in the foregoing Columns), (1.) Worked under the System in which only One Engine in Steam or Two or more Engines coupled together are allowed to be upon the Single Line or Portions thereof at one and the same Time; or (2.) Worked under the Train Porter System; or (3.) Worked under the Train Staff System.					Length of the Portions of Company's Railway and of other Railways worked by them for *Goods and Mineral Traffic only.*	Remarks.
		Distance of Double Line.	Distance of Single Line worked by the Electric Telegraph, in addition to the Train Staff System.			System as above. (1.) Distance.	Train Porter System. (2.) Distance.	Train Staff System. (3.) Distance.		
From	To	m. ch. 116 60	m. ch. 4 0	From	To	m. ch. 17 64	m. ch. 6 30	m. ch. 63 4	m. ch. 94 40	
		116 60	4 0			17 64	6 30	63 4	94 40	
- - -	Peterborough (Wisbeach Junction).	—	4 20	Keighley - -	Oxenhope - -	4 65	—	—	1 44	
				Eye - - -	Sutton Bridge -	—	—	22 36		
				Thrapstone -	Huntingdon -	—	—	18 29		
ring Junc-	Twywell - -	—	5 20	Evesham - -	Studley - -	—	—	13 79		
				Stonehouse -	Nailsworth -	5 63				
				Barnoldswick -	Barnoldswick Junction.	1 66				
		—	9 40			12 34	—	54 64	1 44	
- -	- - - -	—	—	Junction at Sutton Bridge.	Junction of Sutton Bridge and Lynn Line with Great Eastern Line.	—	—	9 55	0 29	
				New Mills -	Hayfield - - -	—	—	2 16		
						—	—	11 71	0 29	

Worked by fixed interlocked signals.

From	To	m. c
New Mills Junction.	New Mills single line junction.	0 4

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	Consisting of Two or more Lines of Rails.	Consisting of a Single Line of Rails only.	On the Absolute Block System.		Distance of Double Line.	Distance of Single Line worked by the Absolute Block System, in addition to the Train Staff System.	On the Permissive Block System.		
ENGLAND AND WALES—*continued*.									
	m. ch.	m. ch.	From	To	m. ch.	m. ch.	From	To	m
MIDLAND—*continued*	—	—							
SUMMARY.									
Midland	755 20	125 78	Block system		605 60	34 60			
Lines maintained	36 18	82 18	,,		24 36	5 40			
Joint lines	57 4	18 1	,,		36 38	6 10			
Grand Total	848 42	226 17			686 54	46 30			
MID-WALES	—	48 40	Llanidloes	Talyllyn.					
MONMOUTHSHIRE	32 19	11 32	Mill Street Station, Newport.	Cwmfrwyd Junction.	10 68	—			
			Aberbeeg	Six Bells	1 2				
			Abertillery	Coalbrook Vale	—	3 56			
					11 70	3 56			
NEATH AND BRECON	—	41 0	Brecon	Ynisgeinon Junction.	—	29 0*			
NORTH AND SOUTH WESTERN JUNCTION.	3 14	1 31	Old Oak Junction.	Kew Bridge	3 14				
			Junction with main line at Acton Gate House.	Hammersmith	—	1 31			
					3 14	1 31			
NORTH-EASTERN	837 45	372 54	Berwick	Pilgrim Street, Newcastle.	66 23	—			
Tees Valley‡	—	8 61	Gateshead Junction.	High Street Junction.	0 13				
			Felling Goods Junction.	Leamside, North Junction.	11 59				
Sprouston Junction and Kelso†	1 21	—	Auckland Junction, Leamside.	West Cornforth Junction.	8 34				
Hexham and Allendale†	—	12 16	Chilton Bridge	Haughton Bridge Junction.	10 64				
			Darlington South Cabin.	North Junction, York.	43 30				
Scotswood and Newburn†	2 54	—	Scotswood, West Junction.	Kelly Mill Junction.	7 47	16 79			
			Scotswood Junction.	Newburn	2 54				
			Relly Mill Junction.	Bishop Auckland	10 7				
			Gateshead Junction.	Haggersgate Junction.	20 77				
			Pelaw Junction	South Shields	6 57				
			Pelaw Junction	Monkwearmouth	8 2				
			Forth Goods Junction.	Carlisle, London Road.	58 62				
			Heaton Junction	Walker	0 54				
			North Shields	Tynemouth	0 79				
			Primrose Hill, Stockton.	Strauton Lane, West Hartlepool.	11 14				
			Norton, South Junction.	Little Chilton	10 68				
			Norton, East Junction.	Norton, West Junction.	0 28				

Railways worked by them.

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		Distance of Double Line.	Distance of Single Line worked by the Electric Telegraph, in addition to the Train Staff System.			System as above. (1.) Distance.	Train Porter System. (2.) Distance.	Train Staff System. (3.) Distance.	Length of the Portions of Company's Railway and of other Railways worked by them for *Goods and Mineral Traffic only.*	Remarks.
From	To	m. ch.	m. ch.	From	To	m. ch.	m. ch.	m. ch.	m. ch.	
- -	- - -	—	—	- - -	- - -	—	—	—	—	Worked on time interval system. From / To / m.ch: Elslack - Colne - 7 40; Ashchurch Tewkesbury. 2 20; Ashchurch Evesham 10 60; Wellingboro' Curve - - 0 60; Bedford Signal Box. Cardington. 2 00; Southhill - Hitchin 8 60; Tewkesbury. Malvern 11 62; 44 42
- -	- - -	116 60	4 0	- - -	- - -	17 64	6 30	63 4	94 40	Time interval system. 44 62
- -	- - -	—	9 40	- - -	- - -	12 34	—	54 64	1 44	
- -	- - -	—	—	- - -	- - -	—	—	11 71	0 29	Interlocked signals. 0 46
		116 60	13 40			30 18	6 30	129 59	96 33	45 8
- -	- - -	—	—	Aberberg - -	Victoria - -	4 9	—	—	10 51	Worked by signals, but not on either of the foregoing systems. Dock Street, Newport. Aberbeeg 15 26; Risca - Nine Mile Point. 2 29; Victoria - Ebbw Vale. 1 71; Six Bells Abertillery. 0 63; 20 29
				Coalbrook Vale	Nantyglo - -	0 25				
				Cwmffrwd Junction.	Blaenavon -	3 22				
						7 56	—	—	10 51	
- -	- - -	—	—	Colbren Junction	Neath - -	—	—	11 20	2 0	
tle, Pil- Street.	Newcastle Central Station.	0 32	—	Consett Junction	Hownesgill Junction.	—	—	0 42	193 9	* This line is worked *without* the train staff system.
tle, Castle on.	Gateshead Junction.	0 22		Hexham Junction	Catton Road -	12 16				
- -	North Shields -	4 60		Choppington Colliery.	Wansbeck Junction.	—	—	2 66		
nouth -	Sprouston Junction.	21 7		Blyth -	Newtham - -	—	—	1 53		
on Junc-	Wilso - -	1 21		Hartley - -	Whitley - -	—	—	3 20		
Junction	Alnwick - -	—	3 1							
stle Junc-	Alston - -	—	13 0							
ad, High	Felling Goods Junction.	1 30								
le Junc-	Leamside - -	0 17								† These lines are worked by the North-eastern Company, and the mileage is included.
Junction	Sunderland, Fawcett Street.	5 58								
Cornforth on.	Chilton Bridge -	1 59								
on Bridge	Darlington -	0 50								
Junc-	Murton Junction.	6 39								
Junction	Shincliffe D. and S.	—	6 17							
t Murton Junction to Het- unnel, worked on the block.)										
Junc-	Shotton Bridge -	—	3 48							
Bridge -	Castle Eden Junction.	3 41								

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			From	To			From	To
ENGLAND AND WALES—*continued.*								
NORTH-EASTERN—*continued* -	m. ch. —	m. ch. —	Cleadon Junction	Harton Junction	m. ch. —	m. ch. 1 64	- - -	- - -
			East Hartlepool	West Hartlepool	—	1 72		
			Kelloe Bank Foot	Coxhoe Bridge -	0 42			
			Kelloe Bank on the Hartlepool Branch.	- - -	1 16			
			Hesledon Bank on the Hartlepool Branch.	- - -	1 36			
			Murton Junction	Hetton Tunnel -	—	1 40		
			Thinford Junction.	Thrislington -	—	0 48		
			Auckland Junction.	Durham, East Cabin.	3 64			
			Yarm - -	Allen's Junction	0 56			
			South View Junction.	Scarborough -	42 15			
			York - -	Altofts - -	23 12			
			Holgate Junction (York).	Shaftholme Junction.	27 45			
			Potter's Grange Junction.	Lancashire and Yorkshire Junction, Goole.	0 60			
			Thorne - -	Staddlethorpe Junction.	14 0			
			Milford Junction, East.	Milford Old Junction.	1 7			
			Sherburn Junction.	Milford Old Junction.	1 16			
			Leeds New Station.	West Parade Junction, Hull.	51 0			
			Burley Depôts -	Bilton Road, Junction, Harrogate.	17 68			
			Knaresboro' Goods Junction.	Dragon Junction, Harrogate.	3 25			
			Otley - -	Ilkley - -	6 13			
			Wharram -	Burdale - -	—	2 3		
			Church Fenton Junction.	Micklefield Junction.	4 79			
			Spofforth - -	Crimple Junction	3 5			
			Helmsley - -	Mill Lane Junction, Pickering.	0 22	11 46		
			Burton Salmon Junction.	Knottingley Junction.	2 68			
			Melmerby - -	Masham - -	—	7 42		
			Knaresboro' Junction.	Borobridge Junction.	—	7 40		
			Bootham Junction.	Earswick - -	0 63			
			Pocklington -	Market Weighton	6 29			
			Victoria Crossing	Cottingham Junction.	1 34			
			Beverley Junction.	Driffield Junction	10 51			
			Driffield Junction	Driffield West Junction.	0 23			
			Driffield North Junction.	Carnaby - -	8 52			
			Marton - -	Hunmanby -	8 20			
			Gristhorpe -	Seamer Junction	4 2			
			West Parade Junction.	Victoria Crossing	0 17			
			West Parade Junction.	Cemetery Junction, Hull.	0 23			
			Anlaby Road Junction, Hull.	Cemetery Junction, Hull.	0 27			
			Clifton Station -	Clifton Junction	0 35			
			Tebay - - -	Stainmore Summit	—	21 10		
			Stainmore Summit.	Barnard Castle -	13 64			
			Barnard Castle -	Forcett Junction	—	8 70		
			Forcett Junction	Saltburn-by-the-Sea.	34 30			

r Railways worked by them.

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—		Distance of Double Line.	Distance of Single Line worked by the Electric Telegraph, in addition to the Train Staff System.	—		System as above. (1.) Distance.	Train Porter System. (2.) Distance.	Train Staff System. (3.) Distance.		
From	To	m. ch.	m. ch.	From	To	m. ch.	m. ch.	m. ch.	m. ch.	
Cornforth	Hartlepool -	12 50								
ction.										
cept Kelloe Bank, Hasledon , and Kelloe Bank Foot to ge Bridge worked on the block.)										
Chilton -	Coxhoe - -	3 44								
gham Junc-	Port Clarence -	3 24								
Green	Spennymoor -	2 59								
tion.										
n - -	Richmond -	9 74								
Hills	Leeming Lane -	—	5 42							
tion.										
ng Lane -	Bedale - -	1 54								
e - -	Leyburn - -	—	10 1							
or Junction	Borrobridge Junction.	—	5 47							
Junction,	York Station -	0 40								
gton -	Otley - -	3 25								
gton Loop	- - -	0 22								
Pannal	Burley and Melmerby.	19 9								
tion.										
rby Junc-	Northallerton Low Junction.	—	11 33							
allerton -	Stockton - -	17 43								
ton - -	Primrose Hill -	0 15								
rby -	Thirsk Town Junction.	5 33								
eton Junc-	Knaresboro' Goods.	14 47								
y Junction	Pateley Bridge -	—	11 34							
rth - -	Church Fenton -	13 40								
coates Junc-	Withernsea -	—	17 45							
ington	Hornsea - -	—	13 0							
tion.										
gham	Beverley Junction.	6 44								
tion.										
ld Junction	Driffield North Junction.	0 50								
by - -	Marton - -	4 53								
anby -	Gristhorpe -	4 67								
ery Junc-	Southcoates -	2 36								
Hull:										
ley Junction	Market Weighton	—	10 70							
ington -	Earswick - -	—	13 41							
t Weighton,	Cliffe Junction -	—	16 4							
tion.										
Wood	Malton Low Junction.	0 36	22 7							
tion.										
p's House	Sunbeck Junction, Pilmoor.	0 36								
tion.										
n High	Whanam - -	—	6 31							
tion.										
le - -	Driffield West Junction.	—	10 48							
gton - -	Whitby - -	30 47								
mont Junc-	Ingleby Junction	—	17 63							
y Junction	Picton - -	11 68								
horpe Junc-	Ingleby - -	—	5 10							
g - -	Helmsley - -	—	5 0							
n Junction	Kirkby Stephen	—	21 26							
rd Castle -	Middleton in Teesdale.	—	8 61							
ill Junction	Blackfield -	—	4 26							
field -	Towlaw - -	0 57								
horpe -	Pinchinthorpe -	2 75								
esbro', East	Longlands	1 25								

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			From	To			From	To		
ENGLAND AND WALES—*continued.*										
NORTH-EASTERN—*continued*	m. ch. —	m. ch. —	Saltburn Junction	Loftus	m. ch. 8 13	m. ch. —	- - -	- - -	m.	
			Darlington	Witton Junction	13 77					
			Witton Junction	Stanhope	—	12 65				
			Barnard Castle	Fieldens Bridge	—	13 32				
			Fieldens Bridge	Bishop Auckland	1 40					
			Howden	Woodifield	1 6					
			Crook	Fowlaw	—	4 45				
			Burnhill Junction	Hounes Gill Junction.	—	4 23				
			Pennymaris Siding.	Nunthorpe	3 40					
			Chaloners Junction.	Guisbro'	2 40					
			Edmont Junction	Red Hills Junction.	1 7					
	841 40	393 51			608 34	116 39				
			The line between Otley and Ilkley is the joint property of the North-eastern and Midland Companies, and both companies run trains over it and include the mileage in their respective returns.							
NORTH LONDON	11 78	—	Broad Street	Chalk Farm	5 51					
			Dalston Junction	Junction with Blackwall line at Poplar.	4 71					
			Western Junction, Dalston.	Eastern Junction, Dalston.	0 33					
			Bow	Junction with Great Eastern Railway at Bow Bank.	0 32					
			Bow	Junction with Tilbury Railway at Bromley.	0 51					
					11 78					
NORTH STAFFORDSHIRE	138 40	24 14	Stoke	Norton Bridge	10 63	—	- - -	- - -	-	
			Stoke	Uttoxeter	16 12					
			Uttoxeter	Burton Junction	12 50					
			Stoke	Crew Junction	14 41					
			Harecastle	Congleton	5 49					
			Stone	Colwich	11 42					
			Congleton	Macclesfield	8 13					
			North Rode	Uttoxeter	27 58					
			Marston Junction	Wellington Junction.	4 13					
			Stoke Biddulph Branch.	Ford Green	4 36					
			Silverdale	Market Drayton	12 57					
			Newcastle	Silverdale	2 62					
			Etruria	Hanley	1 21					
			Hanley	Tunstall	2 54					
			Tunstall	Goldenhill	1 43					
			Goldenhill	Kidsgrove	1 66					
			Newcastle Junction.	Newcastle	—	1 40				
			Rocester	Ashbourne	—	6 70				
			Ford Green (Biddulph Branch.)	Longleton Junction.	—	9 0				
			Milton Junction (Leek Branch.)	Cheddleton Junction.	—	6 64				
Adderley Green Branch	—	—	- - -	- - -	—	—	- - -	- - -	-	
					138 40	24 14				

r Railways worked by them.

ked by the Electric Telegraph, but not on either of the foregoing Systems.				Single Lines of Railway (not included in the foregoing Columns), (1.) Worked under the System in which only One Engine in Steam or Two or more Engines coupled together are allowed to be upon the Single Line or Portions thereof at one and the same Time; or (2.) Worked under the Train Porter System; or (3.) Worked under the Train Staff System.					Length of the Portions of Company's Railway and of other Railways worked by them for *Goods and Mineral Traffic only.*	Remarks.
—		Distance of Double Line.	Distance of Single Line worked by the Electric Telegraph, in addition to the Train Staff System.	—		System as above. (1.) Distance.	Train Porter System. (2.) Distance.	Train Staff System. (3.) Distance.		
From	To	m. ch.	m. ch.	From	To	m. ch.	m. ch.	m. ch.	m. ch.	
- -	- - -	223 9	242 15	- - -	- - -	12 16	—	8 21		
		223 9	242 15			12 16	—	8 21		
- -	- - -	—	—	Shelton Junction (Burton Branch)	Burton double -	—	—	—	1 3	
				Audley Line (double) - - -		—	—	—	7 29	
				Tunstall Branch (double) - -		—	—	—	1 22	
				Sandbach Branch - - - -		—	—	—	6 44[a]	[a] These lines worked under the train staff system.
				Apedale Branch - - - -		—	—	—	2 52[a]	
				Chesterton Branch - - -		—	—	—	1 48[a]	
				Audley Branch - - - -		—	—	—	2 77[a]	
				Grange Branch - - - -		—	—	—	1 0[a]	
				Talk o' the Hill Branch - -		—	—	—	1 48[a]	
				Longleton Branch - - - -		—	—	—	1 0[a]	
- -	- - -	—	—	*Botterslow Junction.	Millfield Junction	—	—	—	3 55	* This railway is not owned by the North Staffordshire Railway Company but is worked by them on train staff system. It is open for mineral traffic.
									30 58	

RAILWAY COMPANY.	Total Length of the Company's Railway open *for Passenger Traffic*, and of all other Railways open *for Passenger Traffic* which are worked by them.		Portions of the Company's Railway Worked by Telegraph.									
	Consisting of Two or more Lines of Rails.	Consisting of a Single Line of Rails only.	On the Absolute Block System.		Distance of Double Line.	Distance of Single Line worked by the Absolute Block System, in addition to the Train Staff System.	On the Permissive Block System.					
ENGLAND AND WALES—*continued.*												
	m. ch.	m. ch.	From	To	m. ch.	m. ch.	From			To		
NORTH UNION	5 55	—	Euston Junction	Skew Bridge	4 24	—						
			Skew Bridge	Dock Street	1 31							
					5 55							
NORTHAMPTON AND BANBURY JUNCTION.	0 37	14 47			—	—						
OLDHAM, ASHTON-UNDER-LYNE, AND GUIDE BRIDGE JUNCTION.	5 64	—			—	—						
PEMBROKE AND TENBY	—	27 34			—	—						
POTTERIES, SHREWSBURY, AND NORTH WALES.	—	25 76			—	—						
PRESTON AND LONGRIDGE	1 17	5 37			—	—						
RHYMNEY	14 32	15 20	Old Cardiff Station.	New Station	0 36	—						
			Cardiff	Ystrad Station	12 41							
			Ystrad Station	Rhymney	—	9 74						
			Walnut Tree Junction.	Craig-yr-Allt	1 35							
			Craig-yr-Allt	Aber Junction	—	2 13						
			Bargoed Junction	Deri Junction	—	2 60						
		3 6	Joint line worked by London and North-western Company, also—									
			Rhymney	Nantybwch	—	3 6						
	14 32	18 26			14 32	17 73						
RYDE AND NEWPORT	—	8 60			—	—						
SCOTSWOOD, NEWBURN, AND WYLAM.	Included in North-eastern returns.											
SEVERN AND WYE	0 52	16 6	Throughout		0 52	11 27						
			Deybrook Branch		—	1 1						
			Coleford Branch		—	3 57						
					0 52	16 5						
SHEFFIELD AND MIDLAND	18 8	2 62	Hyde Junction	New Mills	9 46	—						
			Ashburys Junction.	Romiley Junction	5 76							
			Reddish Junction	Brinnington Junction.	1 22							
			Romiley Branch		1 24							
					18 8							
SOMERSET AND DORSET	—	92 65	Bath	Wimborne	—	63 62*						
			Burnham	Evercreech Junction.	—	23 69*						
			Templecombe		—	0 71*						
			Glastonbury	Wells	—	4 23*						
						92 65						

r Railways worked by them.

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		Distance of Double Line.	Distance of Single Line worked by the Electric Telegraph, in addition to the Train Staff System.			System as above. (1.) Distance.	Train Porter System. (2.) Distance.	Train Staff System. (3.) Distance.		
From	To	m. ch.	m. ch.	From	To	m. ch.	m. ch.	m. ch.	m. ch.	
- -	- - -	—	—	Blisworth - -	Cockley Brake Junction.	—	—	14 47		
Bridge -	Oldham - -	5 35	—	- - -	- - -	—	—	—	0 24	
shaw Junc-	Canal Junction -	0 29								
		5 64								
- -	- - -	—	—	Pembroke Dock	Whitland -	—	—	27 34	1 5	
- -	- - -	—	—	Shrewsbury -	Ford - -	—	—	7 30		
				Ford - - -	Kinnerley - -	—	—	6 22		
				Kinnerley . -	Llanymynech -	—	—	4 30		
				Llanymynech -	Llanyblodwell -	—	—	2 36		
				Kinnerley - -	Breidden -	—	—	5 38		
				Llanyblodwell -	Nantmawe -	—	—	—	1 39	
				Coleham Junction	North Wales -	—	—	—	0 65	
								25 76		
- -	- - -	—	—	Maudland - -	Deepdale Junction	1 17				
				Deepdale Junction	Longridge -	—	—	5 37		
- -	- - -	—	—	Caerphilly, East Junction.	Brecon Junction	0 33	—	—	4 75	
- -	- - -	—	—	Ryde - -	Newport - -	—	—	8 60	—	*Note.*—The absolute block system was being introduced.
- -	- - -	—	—	New Mills Junction.	Hayfield - -	—	—	2 62		
- -	- - -	—	—	- - -	- - -	—	—	—	—	* 46 ch. are double line. *Note.*—This line is worked by the absolute block system *without* the train staff system.

RAILWAY COMPANY.	Total Length of the Company's Railway open *for Passenger Traffic*, and of all other Railways open *for Passenger Traffic* which are worked by them.		Portions of the Company's Railway						
			Worked by Telegraph.						
	Consisting of Two or more Lines of Rails.	Consisting of a Single Line of Rails only.	On the Absolute Block System.		Distance of Double Line.	Distance of Single Line worked by the Absolute Block System, in addition to the Train Staff System.	On the Permissive Block System.		
			From	To			From	To	
ENGLAND AND WALES—*continued.*									
	m. ch.	m. ch.			m. ch.	m. ch.			m
SOUTH DEVON	38 21	81 20	- - Throughout	-	38 21	81 20	- - -	- - -	
SOUTH-EASTERN	315 20	10 51	- - Throughout	- -	315 20	—	- - -	- - -	
STAFFORD AND UTTOXETER	—	12 60	- - -	- - -	—	—	- - -	- - -	
TAFF VALE	42 19	5 18	Foot of incline, Aberdare Junction.	Quaker's Yard, Quarry Siding.*	1 9	—	Yniscoi Junction.	Walnut Tree Bridge Junction.*	1
			Rhondda Cutting Junction.	North Rhondda Junction.	0 16				
					1 25				
TALYLLYN	—	7 0	- - -	- - -	—	—	- - -	- - -	
THETFORD AND WALTON	—	19 16	Thetford Bridge	Watton	—	9 71			
			Watton	Swaffham	—	9 25			
					—	19 16			
TORBAY AND BRIXHAM	—	2 6	- - -	- - -	—	—	- - -	- -	
TRENT AND ANCHOLME	13 2	—	- - -	- - -	—	—	- - -	- - -	
VAN	—	6 60	- - -	- - -	—	—	- - -	- - -	
WATLINGTON AND PRINCES RISBOROUGH.	—	9 0	- - -	- - -	—	—	- - -	- - -	
WEST CORNWALL	—	25 63	- - Throughout	-	—	25 63			
WEST LONDON EXTENSION	4 78	—	Earls Court Junction.	Long Stedge Junction.	3 19				
			Latchmere Junction.	Clapham Junction.	0 52				
			Latchmere Junction.	Clapham Junction.	0 49				
			Latchmere Junction.	West London Junction.	0 38				
					4 78				
WEST SOMERSET MINERAL	—	6 20	- - -	- - -	—	—	- - -	- - -	
WHITEHAVEN, CLEATOR, AND EGREMONT.	16 3	7 46	Mirehouse Junction.	Marron, South Junction.	†15 54	—	- - -	- - -	
WREXHAM, MOLD, AND CONNAH'S QUAY.	—	9 0	- - -	- - -	—	—	- - -	- - -	

cr Railways worked by them.											
ked by the Electric Telegraph, but not on either of the foregoing Systems.				Single Lines of Railway (not included in the foregoing Columns), (1.) Worked under the System in which only One Engine in Steam or Two or more Engines coupled together are allowed to be upon the Single Line or Portions thereof at one and the same Time; or (2.) Worked under the Train Porter System; or (3.) Worked under the Train Staff System.					Length of the Portions of Company's Railway and of other Railways worked by them for *Goods and Mineral Traffic only.*	Remarks.
		Distance of Double Line.	Distance of Single Line worked by the Electric Telegraph, in addition to the Train Staff System.			System ☒ above. (1.) Distance.	Train Porter System. (2.) Distance.	Train Staff System. (3.) Distance.			
From	To	m. ch.	m. ch.	From	To	m. ch.	m. ch.	m. ch.	m. ch.		
- -	- - -	—	—	- -	- -	—	—	—	2 77		
- -	- - -	—	—	Caterham Junction.	Caterham - -	4 50	—	—	5 45		
				Canterbury -	Whitstable -	6 1					
						10 51					
- -	- - -	—	—	Stafford Junction	Bromshall Junction.	—	—	12 60	15 0		
-	- -	—		Llantrissant Junction.	Great Western Crossing, Masarane.	4 77					* *Note.*—The remaining portion of this company's line is worked on the system of time intervals.
				Cwtch Junction -	Ffaldan - -	3 45					
				Acrw Junction -	Cymmer - -	0 49					
				Dare Valley Junction.	Bwllfa - -	2 31					[a] These lines are worked principally for mineral traffic.
				Cwmbach Junction.	Cwmbach - -	0 52					
				Llantrissant Common Branch Junction.	Gylynog - -	0 40					
				Llantrissant Common Junction.	Llantrissant Common Junction, with Ely Valley Railway, G.W.R.	2 3	—	—	24 10		
						14 57					
- -	- - -	—	—	Towyn -	Abergynolwyn -	7 0					
- -	- -	-	—	Throughout -	- - -	2 6					
house Junc-	Wrawby Junction.	13 2									
-	- - -	—	—	Caersws, Garth, and Van Road -		6 60					
-	- - -	—	—	Princes Risborough.	Watlington -	9 0					
-	-	—	—	Watchet - -	Comberow -	6 20	—	—	5 0		
rrow Junc-	Sellafield - -	—	7 46	- - -	- - -	—	—	—	3 0		† 29 chains double line between Marron South Junction and Marron East and West Junctions is worked by gong and signals interlocked with points.
- -	- - -	—	—	Wrexham - -	Buckley - -	—	—	9 0			
				Buckley - -	Connah's Quay -	—	—	—	[b]5 0		
				Frood Branch -	- - -	—	—	—	[b]2 20		[b] Worked on train staff system.
						—	—	9 0	7 20		

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SCOTLAND.	m. ch.	m. ch.	From	To	m. ch.	m. ch.	From	To	m.	
CALEDONIAN - - -	412 9	201 79	Carlisle (Station Cabin).	Murthat - -	36 70	- -	- - -	- - -	-	
			Murthat - -	Summit (Up line only).	12 70					
			Summit - -	Carstairs (North or Bridge Cabin).	23 63					
			Carstairs (North or Bridge Cabin).	Carstairs (West Mineral Sidings, Up line only).	0 37					
			Carstairs (West Mineral Sidings).	Garriongill Junction.	10 58					
			Hieldmuir -	McAndrews Siding (Down line only).	0 37					
			Lesmahagow Junction.	Malleable Sidings.	0 34					
			Holytown Junction.	Holytown North Cabin.	0 13					
			Burnhouse - -	Glasgow Buchanan St. (Dobbies Loan).	12 39					
			Lockerbie (North Cabin).	Lochmaben -	—	4 13				
			Strawfrank Junction.	Dolphinton Junction.	0 23					
			Silvermuir Junction, East.	Lanark - -	2 43					
			Cleghorn Junction.	Silvermuir Junction (South).	0 21					
			Carstairs (Platform Cabin).	Edinburgh (New Cabin)	27 37					
			Ravelrig Junction.	Balerno Junction	—	*6 2				
			Morningside (Cleland) Junction.	Omoa Junction	—	*3 66				
			Newarthill Junction	Kings Siding -	2 29					
			Kings Siding -	Bowhousebog (Up line only).	2 43					
			Home Farm -	Dykehead -	0 63					
			Southfield Junction.	Auchenheath -	—	1 37				
			Lesmahagow Junction.	North Motherwell (Up line only).	0 27					
			North Motherwell	Rutherglen Junction.	8 34					
			Terminus Junction.	Shiels Junction (No. 1 Cabin, Down line only).	0 49					
			Gushetfaulds -	South Side (New Station).	0 24					
			Coatbridge Junction.	Langloan Junction.	0 50					
			Whifflet (North) Junction.	Whifflet Spur Siding (Up line only).	0 4					
			Whifflet, Spur Siding.	Clyde Junction	6 41					
			Strathaven Junction.	Quarter Road (Fairholm Cabin).	6 5					
			Hamilton Junction.	Simpson's Siding, Hamilton.	4 14					
			Paisley (Mineral Depôt Junction).	Greenock (5 Arches Cabin).	15 15					
			Busby Junction	Giffnock (Down line only).	1 46					
			Gartcosh Junction.	Larbert (South Cabin).	14 40					

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		Distance of Double Line.	Distance of Single Line worked by the Electric Telegraph, in addition to the Train Staff System.			System as above (1.) Distance.	Train Porter System. (2.) Distance.	Train Staff System. (3.) Distance.		
From	To	m. ch.	m. ch.	From	To	m. ch.	m. ch.	m. ch.	m. ch.	
- - -		—	—	Kirtlebridge Junction.	Annan Junction	—	—	5 43	64 33	*Note.*—Of the Caledonian Company's Railway opened for passenger traffic 173 miles 34 chains of double line are worked under the ordinary rules and regulations of the company, and 1 mile 38 chains of single line is a tramway worked by horses.
				Lochmaben -	Dumfries Junction.	—	—	10 31		
				Symington Junction.	Peebles - -	—	—	19 4		
				Carstairs, Dolphinton Junction.	Dolphinton -	—	—	10 73		
				Smyllum Junction.	Muirkirk Junction.	—	—	19 18		
				Auchenheath -	Lesmahagow -	—	—	2 77		
				Stonehouse Junction.	Stonehouse Station.	3 27				
				Quarter Road -	Strathaven -	—	—	4 15		
				Giffnock - -	East Kilbride -	—	—	6 18		
				Denny Branch Junction.	Denny - -	—	—	3 10		
				Grangemouth Branch Junction.	Grangeworth -	—	—	2 54		
				South Alloa Junction.	South Alloa -	—	—	4 48		
				Dunblane Junction.	Callandar -	—	—	10 37		
				Crieff Junction -	Crieff - -	—	—	9 0		
				Ninewells Junction.	Ardler Junction	—	—	16 13		
				Almond Valley Junction.	Crieff - -	—	—	16 3		
				Methven Junction.	Methven - -	1 22				
				Coupar Angus Junction.	Blairgowrie -	—	—	4 28		* Worked on the absolute block system *without* the train staff system.
				Meigle - -	Newtyle - -	—	—	1 23		
				Meigle Junction	Alyth - -	—	—	5 17		
				Kirriemuir Junction.	Kirriemuir -	—	—	3 12		
				Kingennie -	Kingsmuir -	—	—	11 40		
				Bridge of Dun Junction.	Brechin - -	—	—	4 0		
				Dubton Junction	Broomfield Junction.	—	—	1 46		
				Haywood - -	Wilsontown -	—	—	1 38		

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	m. ch.	m. ch.	From	To	m. ch.	m. ch.	From	To		
SCOTLAND—*continued.*										
CALEDONIAN—*continued*	—	—	Larbert (North Cabin).	Stirling (Craig's Crossing).	7 40					
			Stirling (F and C Junction Cabin).	Perth (Friarton)	31 71					
			Over Tay Bridge near Princes Street, Perth.		—	*0 22				
			Broughty Junction.	Kingennie	—	3 0				
			Kingsmuir	Forfar Junction	—	2 50				
			Perth (Balhousie)	Stanley Junction	6 35					
			Montrose (Yard Cabin).	Broomfield Junction.	—	*1 34†				
Portpatrick	—	61 42	- - -	- - -	—	—	- - -	- - -		
Solway Junction	—	12 15	Shawhill Junction	Annan Junction	—	*0 32				
Greenock and Wemyss Bay	—	10 6	Wemyss Bay Junction.	Wemyss Bay Station.	—	10 6				
Callander and Oban	—	34 71								
Montrose and Bervie	—	12 4								
	412 9	332 57			238 55	33 22				
CITY OF GLASGOW UNION										
Main Line	2 54	—	Throughout		2 54					
St. Enoch Station Branch	0 26	—	Throughout		0 26					
	3 0	—			3 0					
GLASGOW AND PAISLEY-JOINT.	7 72	—	Glasgow	Paisley	6 75					
	—	—	Ibrox	Govan (Govan Branch.)	0 77					
	7 72	—			7 72					
GLASGOW AND SOUTH-WESTERN.§	192 53[a]	77 62	Gallowhill	Abercorn	0 45	—	Johnstone	Millikenpark		
			Elderslie	Greenock	15 42		Lochwinnoch	Beith		
			Johnstone	Cart	0 40		Kilmarnock	Hurtford		
			Stoneybrat	Johnstone	3 4					
			Dalry Junction	Ardrossan	8 2					
			Dalry Junction	Redstone	2 57					
			Crosshouse	Plan Siding	0 25					
			Crosshouse	Woodhill	1 14					
			Tunnel	Carronbridge	1 32					
			Maxwelltown	Lochanhead	4 12					
			Falkland Junction	Hawkhill	0 60					
			Newton Junction	Blackhouse	0 24					
			Blackhouse	Hawkhill	0 22					
			Dalrymple Junction.	Belmont Gates	2 27					
			Glasgow	Paisley	7 0					
			Ibrox	Moor Park	0 25					
			Glasgow	Kilmarnock	33 21					
					81 52					

Note.—Showing the Distances of Line on which Passenger Traffic is w

From		To	m.
Abercorn		Renfrew	2
Millikenpark		Lochwinnoch	4
Reith		Dalry	5
Crosshouse		Redstone	6
Woodhill		Kilmarnock	0
Hurlford		Galston	3
Hurlford		Drumlanrig Tunnel	37
Carronbridge		Gretna Junction	41
Dumfries		Maxwelltown	1
Auchinleck		Lugar	2

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From	To	m. ch.	m. ch.	From	To	m. ch.	m. ch.	m. ch.	m. ch.	
										* Worked by the absolute block system *without* the train staff system. † Worked during the night (after the last Montrose and Bervie train has passed) by train staff *without* the block system.
trick -	Castle Douglas Junction.	—	‡60 61	Stranraer Harbour Junction.	Stranraer Harbour.	0 61				
				Annan Junction	Kirkbride Junction	—	—	6 56		‡ Worked by the electric telegraph, without the train staff system.
				Abbey Junction	Brayton Junction	—	—	5 7		
				Callander (C. and O.) Junction.	Tyndrum - -	—	—	34 71		
				Broomfield Junction.	Bervie - -	—	—	12 4		
			60 61			5 30	—	231 66	64 33	
- -	- - -	—	—	Dalrymple Junction.	Girvan Station -	—	—	17 34	27 70	§ Exclusive of joint lines belonging to Caledonian and Glasgow and South-western Companies, and of line from Gretna Junction to Carlisle worked over by this Company.
				Dalrymple Junction.	Dalmellington -	—	—	11 50		
				Galston - -	Newmilns - -	—	—	1 73		
				Lugar - -	Muirkirk - -	—	—	6 27		
				Cronberry Junction.	Annbank Junction.	—	-	16 36		
				Lochanhead -	Kirkcudbright -	—	—	24 2		ª The portions of double line not included in the foregoing columns are worked on the system of a fixed interval of time between the passing of trains.
								77 62	27 70	‖ Belonging jointly to Caledonian and Glasgow and South-western Railway Companies.

the system of a fixed interval of time between Passenger Trains.

From	To	m. ch.
hline - - -	Hawkhill Junction - -	10 66
rnock - - -	Barassie - - - -	7 68
- - - -	Irvine - - - -	5 38
ssan Station - -	Ardrossan Harbour - -	0 60
aning - - -	Falkeand Junction - -	13 7
- - - -	Belmont Gates - - -	0 77
ole Junction - -	Maybole Station - - -	0 60
		146 18

RAILWAY COMPANY.	Total Length of the Company's Railway open *for Passenger Traffic*, and of all other Railways open *for Passenger Traffic* which are worked by them.		Portions of the Company's Rail					
			Worked by Telegraph.					
	Consisting of Two or more Lines of Rails.	Consisting of a Single Line of Rails only.	On the Absolute Block Sysemt.		Distance of Double Line.	Distance of Single Line worked by the Absolute Block System, in addition to the Train Staff System.	On the Permissive Block System.	
SCOTLAND—*continued.*	m. ch.	m. ch.	From	To	m. ch.	m. ch.	From	To
GLASGOW AND KILMARNOCK JOINT.	23 21	—	Glasgow - -	Kilmarnock -	23 21	—	- - -	- - -
Beith Branch - - -	—	5 0	- - -	- - -	—	—		
	23 21	5 0			23 21	—		
GREAT NORTH OF SCOTLAND	6 20	281 20	Aberdeen - -	Dyce - -	6 20	—	- - -	- - -
			Dyce - -	Keith - -	—	47 0*		
			Dyce - -	Peterhead -	—	38 0*		
			Maud Junction -	Fraserburgh -	—	16 0*		
			Kintore - -	Alford - -	—	16 0*		
			Inveramsey -	Macduff - -	—	29 60*		
			Grange - -	Banff - -	—	16 20*		
			Tillynaught -	Portsoy - -	—	2 60*		
			Keith - -	Elgin - -	—	27 40*		
			Elgin - -	Lossiemouth -	—	5 40*		
			Craigellachie -	Boat of Garten -	—	33 20*		
			Aberdeen -	Ballater - -	—	43 40*		
					6 20	275 40		
HIGHLAND - - -	6 65	232 20	Inverness - -	Dalcross - -	6 65			
			Dalcross - -	Stanley - -	—	129 72		
			Inverness - -	Bonar Bridge -	—	57 65		
			Forres - -	Keith - -	—	30 27		
			Ballinluig - -	Aberfeldy - -	—	8 59		
			Alves - -	Burghead - -	—	5 37		
Sutherland - - -	—	26 43	Bonar Bridge -	Golspie - -	—	26 43		
Duke of Sutherland - -	—	17 4	Golspie - -	Hemsdale - -	—	17 4		
Sutherland and Caithness -	—	66 27	Helmsdale -	Wick - -	—	59 55		
			Georgemas -	Thurso - -	—	6 52		
Dingwall and Skye - -	—	53 6	Dingwall - -	Strome Ferry -	—	53 6		
	6 65	395 20			6 65	395 20		
LEVEN AND EAST OF FIFE -	—	18 57	- - -	- - -	—	—	- - -	- - -
NORTH BRITISH - - -	368 70	293 31	Edinburgh (Calton).	Trinity - -	2 50	—	Elgin Crossing.	Lilliehill -
			Bonnington (South).	Leith (North) -	0 73		Kenniel -	Manuel -
			Bonnington (North).	Bonnington (East).	0 17		Causewayend, Incline Top.	Arbuckle -
			Easter Road -	Piershill Junction	0 77		Avenuehead	Garngaber -
			Abbeyhill Junction.	New Hailes -	3 72		Polkemmet Junction.	Blackston Junction.
			Portobello, East	Glenesk - -	4 24		Brownieside Junction.	Rawyards -
			Kilnknowe Junction.	Galashiels Level Crossing.	1 3		Langloan Junction.	Langloan Iron Works.
			Hawick (North)	Newcastleton -	21 45		Polkemmet Junction.	Morningside
							Westcraigs -	Shotts -
			Edinburgh (Mound).	Polmont - -	22 19			
			Falkirk - -	Redding - -	1 73			
			Bishopbriggs -	Sighthill Junction	1 31			
			Cowlairs Station	Glasgow, Queen Street.	1 40			
			Sighthill Junction	Milngavie Junction.	4 33			
			Glasgow, Bellgrove.	Airdrie, South -	10 4			
			Sunnyside Junction.	Gunnie - -	0 25			
			Sunnyside - -	LangloanJunction	1 2			
			Kirkbride Junction.	Abbey Junction	—	3 73		

er Railways worked by them.											
ked by the Electric Telegraph, but not on either of the foregoing Systems.				Single Lines of Railway (not included in the foregoing Columns), (1.) Worked under the System in which only One Engine in Steam or Two or more Engines coupled together are allowed to be upon the Single Line or Portions thereof at one and the same Time; or (2.) Worked under the Train Porter System; or (3.) Worked under the Train Staff System.				Length of the Portions of Company's Railway and of other Railways worked by them for *Goods and Mineral Traffic only.*	Remarks.
—		Distance of Double Line.	Distance of Single Line worked by the Electric Telegraph, in addition to the Train Staff System.	—		System as above (1.) Distance.	Train Porter System. (2.) Distance.	Train Staff System. (3.) Distance.			
From	To	m. ch.	m. ch.	From	To	m. ch.	m. ch.	m. ch.	m. ch.		
- - - - -		—	—	Lugton Junction	Beith - -	—	—	5 0			
				Kennishead -	Spiersbridge -	—	—	—	0 75		
						—	—	5 0	0 75		
- - - - -		—	—	Inverurie - -	Old Meldrum -	5 60					* These lines are *also worked* under the system in which only one engine in steam or two or more engines coupled together are allowed to be upon the single lines or portion thereof at one and the same time.
- - - - -		—	—	Anstruther -	Thornton - -	—	—	18 57	1 39†		† Single line.
				Hartwoodhill Junction.	Hartwoodhill Colliery.	1 53					‡ These are single lines.
				Kirkliston Station	Kirkliston Distillery.	0 20					
				Crofthead Station	Head of Benhar Branch	1 67					
				Elgin Crossing -	Lockhead - -	0 70					
				Almond Iron Works.	Head of Blackbrass Branch.	4 15					
				Raebog Junction	End of Raebog Branch.	0 62					
				Cairntows -	St. Leonards -	1 20					
				Crofthead Coal Company's New Branch Siding at Crofthead.	- - -	1 20					
				Ballochney Junction.	Head of Thrushbush Incline.	1 39					
				Kircaldy Harbour Branch.	- - -	0 51					
				Lochore Railway	- - -	1 5					
				Prestonpans -	Tranent - -	1 21					
				Woodley's Lye -	Monkland Junction.	—	0 39				
				Woodley's Lye -	Canal Basin, Kirkintilloch.	—	0 78				
				Point East of Carlisle Road Bridge.	Top of Commonhead Incline.	—	1 30				
				Cross-over road East of Niddrie Weighs.	Connection with Niddrie Coal Company's Sidings, St. Leonard's Branch.	—	0 26				
				Raebog Junction	Drumgray Weighs	—	1 49				
				Niddrie Coal Company's Connexion.	Cairntows - -	—	—	1 42			

RAILWAY COMPANY.	Total Length of the Company's Railway open *for Passenger Traffic*, and of all other Railways open *for Passenger Traffic* which are worked by them.		Portions of the Company's Railw						
			Worked by Telegraph.						
	Consisting of Two or more Lines of Rails.	Consisting of a Single Line of Rails only.	On the Absolute Block System.		Distance of Double Line.	Distance of Single Line worked by the Absolute Block System, in addition to the Train Staff System.	On the Permissive Block System.		t D
SCOTLAND—*continued.*	m. ch.	m. ch.	From	To	m. ch.	m. ch.	From	To	
NORTH BRITISH—*continued*	—	—	Dunfermline	Charlestown	—	7 47*			
			Manuel	Causewayend Incline Top.	—	1 33*			
			Ballochney Incline Foot.	Rawyards	—	1 18*			
			Upper Bathgate	Airdrie (South)	—	14 27*			
			Langloan Junction.	Pottery Sidings	—	0 27*			
			Dykehead Junction.	Raebog Junction	—	0 61*			
Lines worked by the North British Railway Company :—									
Forth and Clyde Railway	—	29 8	Stirling Newbridge Level Crossing.	Jamestown	—	29 8			
Craigmillar	—	—			—	—			
Blairadam	—	—			—	—			
Berwickshire	—	20 46			—	—			
Edinburgh, Loanhead, and Roslin	—	5 69			—	—			

Railways worked by them.											
d by the Electric Telegraph, but not on either of the foregoing Systems.				Single Lines of Railway (not included in the foregoing Columns), (1.) Worked under the System in which only One Engine in Steam or Two or more Engines coupled together are allowed to be upon the Single Line or Portions thereof at one and the same Time; or (2.) Worked under the Train Porter System; or (3.) Worked under the Train Staff System.				Length of the Portions of Company's Railway and of other Railways worked by them for *Goods and Mineral Traffic only.*	Remarks.
—		'Distance of Double Line.	Distance of Single Line worked by the Electric Telegraph, in addition to the Train Staff System.	—		System, as above. (1.) Distance.	Train Porter System. (2.) Distance.	'Train Staff System. (3.) Distance.			
rom	To	m. ch.	m. ch.	From	To	m. ch.	m. ch.	m. ch.	m. ch.		
- -	- - -	—	—	Portobello -	South Leith -	—	—	2 66			* These lines are worked under the absolute block system without the train staff system.
				Esk Valley Junction.	Polton - -	—	—	2 46			
				Leadburn - -	Dolphinton -	—	—	9 70			
				Peebles - -	Kilnknowe Jn. -	—	—	17 35			
				Monktonhall Jn.	Hardergreen -	—	—	4 31			
				Smeaton Jn. -	Macmerry -	—	—	6 54			
				Longniddry -	Haddington -	—	—	4 60			
				Drem - -	North Berwick -	—	—	4 60			
				Reston - -	Dunse - -	—	—	8 60			
				Galashiels (Selkirk Junction).	Selkirk - -	—	—	5 14			
				Roxburgh - -	Jedburgh - -	—	—	7 8			
				Riddings Junction.	Langholm -	—	—	7 8			
				Longtown -	Gretna - -	—	—	3 27			
				Drumburgh - -	Port Carlisle -	—	—	2 54			
				Port Carlisle Junction.	Kirkbride Junction.	—	—	11 79			
				Abbey Junction	Silloth - -	—	—	5 22			
				Riccarton -	Hexham Junction	—	—	40 62			
				Reedsmouth -	Morpeth, North Eastern Station.	—	—	25 10			
				Morpeth (Upper Junction).	Blyth and Tyne Junction.	—	—	0 68			
				Scotsgap Junction.	Rothbury - -	—	—	13 4			
				Markinch -	Leslie - -	—	—	4 17			
				Ladybank -	Tillicoultry -	—	—	28 43			
				Kinross Junction	Lumphannans Junction.	—	—	7 63			
				West of Fife Mineral Lines.	- - -	—	—	11 30			
				Cambus - -	Alva - -	—	—	3 45			
				Whifflet Junction	Head of Palace Craig Branch.	—	—	1 2			
				Kinniel - -	Bo'ness - -	—	—	0 70			
				Shotts - -	Blackhall - -	—	—	1 42			
				Addiewell Junction.	Addiewell -	—	—	1 57			
				Uphall - -	Torrance's Quarry	—	—	3 59			
				Ratho - -	Queensferry -	—	—	5 63			
				Dalroch Junction	Cardross - -	—	—	3 16			
				Milngavie Junction.	Milngavie -	—	—	3 15			
				Bo'ness High Junction.	Blackbraes Junction.	—	—	0 58			
				Broxburn Junction.	Albion Oil Works	—	—	1 15			
				Balloch (F. and C. Junction).	Jamestown -	—	—	0 47			
				Whiteinch Junction.	Whiteinch -	—	—	1 19			
				Drumgray Weighs	Head of Dykehead Branch.	—	—	2 26			
				Cowlairs - -	End of Port Dundas Branch.	—	—	0 55			
				Armadale Junction.	End of Branch -	—	—	0 66			
									94 29		
- -	- - -	—	—	Cairntows -	Head of Craigmillar Brench.	0 67	—	—	0 67		
- -	- - -	—	—	Blairadam Railway.	- - -	—	0 59	—	0 59		
- -	- - -	—	—	Dunse - -	Ravenwood Junction.	—	—	20 46			
- -	- -	—	—	Millerhill Junction	Roslin - -	—	—	5 69			

RAILWAY COMPANY.	Total Length of the Company's Railway open *for Passenger Traffic*, and of all other Railways open *for Passenger Traffic* which are worked by them.		Portions of the Company's Ra					
			Worked by Telegraph.					
	Consisting of Two or more Lines of Rails.	Consisting of a Single Line of Rails only.	On the Absolute Block System.		Distance of Double Line.	Distance of Single Line worked by the Absolute Block System, in addition to the Train Staff System.	On the Permissive Block System.	
SCOTLAND—*continued.*								
NORTH BRITISH—*continued.*	m. ch. 368 70	m. ch.	From	To	m. ch. 78 28	m. ch.	From	To
Lines worked by the North British Railway Company—*continued.*								
Peebles	—	19 7	Esk Valley Junction.	Hawthornen Junction.	—	2 44		
			Leadburn	Peebles Caledonian Junction.	—	9 59		
Penicuick	—	4 31						
St. Andrew's	—	4 40						
Blane Valley	—	8 29						
	368 70	385 21			78 28	70 77		
WIGTOWNSHIRE	—	15 24			—	—		
IRELAND.								
BELFAST AND COUNTY DOWN	—	55 40			—	—		
BELFAST AND NORTHERN COUNTIES.	18 27	117 30	Belfast	Dunadry	18 27	—		
Carrickfergus and Larne	—	14 53						
	18 27	132 3			18 27			
BELFAST, HOLYWOOD, AND BANGOR.	4 40	7 60			—	—		
CASTLEISLAND	—	4 28½			—	—		
CORK AND BANDON	—	20 0			—	—		
Kinsale Junction	—	10 60						
	—	30 60						
CORK AND MACROOM DIRECT	—	24 60			—	—		
CORK, BLACKROCK, AND PASSAGE.	—	6 37½			—	—		

Railways worked by them.										
ed by the Electric Telegraph, but not on either of the foregoing Systems.				Single Lines of Railway (not included in the foregoing Columns), (1.) Worked under the System in which only One Engine in Steam or Two or more Engines coupled together are allowed to be upon the Single Line or Portions thereof at one and the same Time; or (2.) Worked under the Train Porter System; or (3.) Worked under the Train Staff System.				Length of the Portions of Company's Railway and of other Railways worked by them for *Goods and Mineral Traffic only.*	Remarks.
—		Distance of Double Line.	Distance of Single Line worked by the Electric Telegraph, in addition to the Train Staff System.	—		System as above. (1.) Distance.	Train Porter System. (2.) Distance.	Train Staff System. (3.) Distance.		
From	To	m. ch.	m. ch.	From	To	m. ch.	m. ch.	m. ch.	m. ch.	
						17 30	5 41		95 75	
- -	- - -	—	—	Hawthornden -	Leadburn - -	—	—	6 20		
				Caledonian Junction.	Caledonian Station, Peebles.	—	—	0 44		
				Hawthornden -	Penicuick - -	—	—	4 31		
				Milton Junction	St. Andrew's -	—	—	4 40		
				Lennoxtown Junction.	Killearn - -	—	—	8 29		
						17 30	5 41	320 47	95 75	
Block Telegraphs in progress, not in practical operation:—										
an Junc-	Whifflet - -	0 35								
ton Junc-	Bonnington -	0 47								
t - -	Redding - -	1 38								
briggs -	Garngabber -	3 34								
- -	Bishopbriggs -	18 44								
Junction	Granton - -	0 75								
d - -	Falahill - -	10 17								
k - -	Dunbar - -	28 21								
ello -	South Leith -	—	2 64							
ultry -	Rumbling Bridge	—	7 4							
ap Junction	Rothbury - -	—	13 4							
		63 71	22 72							
- -	- - -	—	—	Newton Stewart	Garliestown -	15 24				
- -	- - -	—	—	Belfast - -	Newcastle - -	—	—	38 0	—	*Note.*—With certain trains which follow each other closely the ordinary telegraph is used to maintain an interval of space between them.
				Comber - -	Donaghadee -	—	—	14 0		
				Ballynahinch Junction.	Ballynahinch -	—	—	3 40		
						—	—	55 40		
- -	- - -	—	—	Carrickfergus Junction.	Carrickfergus -	—	—	2 70		
				Coleraine - -	Portrush - -	—	—	5 65		
				Limavady - -	Limavady Junction.	—	—	3 14		
				Dunadry - -	Londonderry - (Including Cookstown Branch.)	105 41				
				Carrickfergus -	Larne Harbour -	—	—	14 53		
						105 41	—	26 42		
- -	- - -	—	—	Holywood -	Bangor - -	—	—	7 60		
- -	- - -	—	—	Castleisland -	Gortatlea - -	4 28½				
- -	- - -	—	—	Cork - -	Bandon - - -	—	—	20 0		
				Kinsale Junction	Kinsale - -	—	—	10 60		
						—	—	30 60		
- -	- - -	—	—	Cork - -	Macroom - -	—	—	24 60		
- -	- - -	—	—	Cork - -	Passage - -	6 37½				

RAILWAY COMPANY.	Total Length of the Company's Railway open *for Passenger Traffic*, and of all other Railways open *for Passenger Traffic* which are worked by them.		Portions of the Company's Rail					
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IRELAND—*continued.*	m. ch.	m. ch.	From	To	m. ch.	m. ch.	From	To
DUBLIN, WICKLOW, AND WEXFORD.	18 0	103 60	-	-	—	—	-	-
GREAT NORTHERN:								
Dublin to Drogheda	31 63	—	-	-	—	—	-	-
Drogheda to Oldcastle Junction	—	39 37						
Howth Branch Junction to Sutton	2 0	1 40						
Drogheda to Portadown	55 31	—	Drogheda	Dunleer	9 74	*		
Banbridge Junction	—	6 61	Dunleer	Dundalk	12 23	†		
Ulster Section	48 9	91 36	Dundalk	Newry Main Line	15 16	‡		
Dundalk to Derry	—	123 0						
Cootehill Branch	—	9 0						
Enniskillen, Bundoran, and Sligo	—	35 40						
Clones and Cavan Branch	—	15 20						
	137 23	321 74			37 33			
GREAT SOUTHERN AND WESTERN OF IRELAND.	194 53	242 33	Cork	Kilbarriff	1 5	—	-	-
Parsonstown and Portumna Bridge	—	12 20						
Fermoy and Lismore	—	15 21						
	194 53	269 74			1 5			
IRISH NORTH WESTERN	—	183 31	-	-	—	—	-	-
LONDONDERRY AND LOUGH SWILLY.	—	12 2	-	-	—	—	-	-
MIDLAND GREAT WESTERN OF IRELAND.	114 69	300 70	Broadstone	Lucan	8 72	—	-	-
			Liffey Junction	North Wall	2 78			
			Collooney	Ballasadare	—	2 0		
					11 70	2 0		
NEWRY AND ARMAGH	—	21 77	-	-	—	—	-	-
NEWRY, WARRENPOINT, AND ROSTREVOR.	—	6 0	-	-	—	—	-	-
ULSTER	48 9	91 36	-	-	—	—	-	-
WATERFORD AND CENTRAL IRELAND.	—	60 0	-	-	—	—	-	-
WATERFORD AND LIMERICK	21 60	186 20	-	-	—	—	-	-
WATERFORD AND TRAMORE	—	7 20	-	-	—	—	-	-
WEST CORK	—	17 60	-	-	—	—	-	-

er Railways worked by them.										
rked by the Electric Telegraph, but not on either of the foregoing Systems.				Single Lines of Railway (not included in the foregoing Columns), (1.) Worked under the System in which only One Engine in Steam or Two or more Engines coupled together are allowed to be upon the Single Line or Portions thereof at one and the same Time; or (2.) Worked under the Train Porter System; or (3.) Worked under the Train Staff System.					Length of the Portions of Company's Railway and of other Railways worked by them for *Goods and Mineral Traffic only.*	Remarks.
		Distance of Double Line.	Distance of Single Line worked by the Electric Telegraph, in addition to the Train Staff System.			System as above. (1.) Distance.	Train Porter System. (2.) Distance.	Train Staff System. (3.) Distance.		
From	To	m. ch.	m. ch.	From	To	m. ch.	m. ch.	m. ch.	m. ch.	
		—	—	Throughout		—	—	103 60	6 40	
		—	—	Sutton	Howth	1 40				
				Drogheda, Navan Junction.	Oldcastle	—	—	39 37		
				Armagh	Monaghan	—	—	16 31		
				Portadown	Omagh	—	—	41 20		
				Knockmore Junction.	Antrim	—	—	18 41		
				Knockmore Junction.	Banbridge	—	—	15 24		
				Banbridge	Scarva	6 61	—	—		
				Dundalk	Londonderry	—	—	123 0		
				Cootehill	Ballybay	—	—	9 0		
				Bundoran	Bundoran Junc.	—	—	35 40		* *Note.*—Dunleer to telegraph to Drogheda that the night mail has arrived at Dunleer before night goods can leave Drogheda.
				Clones	Cavan	—	—	15 20		
						8 21	—	313 53		
		193 48§	242 33§							
				Parsonstown	Portumna	—	—	12 20		† The night goods cannot leave Dunleer until Dundalk telegraphs the arrival of the night mail.
				Fermoy	Lismore	—	—	15 21		
		193 48	242 33			—	—	27 41		
		—	—	Dundalk	Londonderry	—	—	123 52		‡ The night mail cannot leave Dundalk until Newry main line telegraphs the arrival of the preceding train at that station.
				Ballibay	Cootehill	—	—	9 0		
				Clones	Cavan	—	—	15 10		
				Bundoran Junction.	Bundoran	—	—	35 49		
						—	—	183 31		
		—	—	Londonderry	Buncrana	12 2				§ All trains on double and single lines are telegraphed from station to station during the hours the telegraph offices are open.
farnham	Junction	3 33								
ford	Engeworthstown	—	8 60							
		3 33	8 60							
		—	—	Albert Basin	Edward Street	—	—	0 67‖		‖ These two lengths have 29 chains in common.
				Dublin Bridge	Edward Street	—	—	0 50‖		
				Edward Street	Gorah Wood	—	—	3 35		
				Goraghwood	Markethill	—	—	8 55		¶ On special excursion days the train porter system is adopted.
				Markethill	Armagh	—	—	8 59		
								22 26		
							Deduct	0 29		
						—	—	21 77		
		—	—	Newry	Warrenpoint	6 0	—	—	¶	** When two engines are in steam, which very rarely happens, the train porter system is adopted.
		—	—	Portadown	Omagh	—	—	41 20		
				Knockmore Junction.	Banbridge	—	—	15 24		
				Knockmore Junction.	Antrim	—	—	18 41		
				Armagh	Monaghan	—	—	16 31		
						—	—	91 56		
		—	—	Waterford	Maryborough	—	—	60 0		
		—	—			—	—	180 20		
		—	—	Throughout		7 20				
		—	—	Bandon	Dunmanway	17 60	—	—	**	

SUMMARY.

Name of Railway Company.	Total Length of Railway open for Passenger Traffic.		Distance worked by Telegraph.			Distance worked by Telegraph, but not on either of the foregoing Systems.		Distance of Single Lines (not included in the foregoing Columns) worked under the following Systems.		
			Absolute Block.		Permissive Block.			System in which only One Engine in Steam or Two or more Engines coupled together are allowed to be upon Line or Portions thereof at one and the same Time. (No. 1.)	Train Porter System. (No. 2.)	Train Staff System. (No. 3.)
	Double.	Single.	Double.	Single (in addition to Train Staff System).	Double.	Double.	Single (in addition to Train Staff System).			
ENGLAND AND WALES.										
	m. ch.	m. ch.	m. ch.	m. ch.	m. ch.	m. ch.	m. ch.	m. ch.	m. ch.	m. ch.
Anglesey Central	—	17 57	—	—	—	—	—	—	—	17 57
Aylesbury and Buckingham	—	12 33	—	—	—	—	—	—	—	12 33
Bishops Castle	—	9 57	—	—	—	—	—	9 57	—	—
Bodmin and Wadebridge	—	14 0	—	—	—	—	—	14 0	—	—
Brecon and Merthyr Tydfil Junction.	3 26	55 72	—	49 76	—	—	5 76	—	—	—
Bristol and Exeter	77 29	133 65	76 38	132 66	—	—	—	—	—	—
Bristol and Portishead Railway and Pier.	—	9 40	—	9 40	—	—	—	—	—	—
Bristol Port Railway and Pier.	—	5 61	—	—	—	—	—	—	—	5 61
Carmarthen and Cardigan	—	18 62	—	17 62	—	—	—	1 0	—	—
Cambrian	8 75	167 48	8 75	147 36	—	—	—	3 50	0 13	16 29
Central Wales and Carmarthen Junction.	—	13 25	—	13 25	—	—	—	—	—	—
Cheshire Lines Committee	83 54	2 72	83 54	—	—	—	—	—	—	2 72
Cockermouth, Keswick, and Penrith.	—	31 14	—	31 14	—	—	—	—	—	—
Colne Valley and Halstead	—	19 0	—	—	—	—	—	—	—	19 0
Cornwall	1 20	64 0	1 20	64 0	—	—	—	—	—	—
Cowes and Newport	—	4 20	—	—	—	—	4 20	—	—	—
Denbigh, Ruthin, and Corwen	—	18 58	—	—	—	—	—	—	—	18 58
East and West Junction	—	33 20	—	—	—	—	—	—	—	33 30
Festiniog	—	13 20	—	0 75	—	—	12 25	—	—	—
Festiniog and Blænan	—	3 60	—	—	—	—	—	3 60	—	—
Furness	64 64	30 32	64 64	26 76	—	—	—	3 35	—	—
Great Eastern	444 73	409 22	218 09	17 20	—	—	14 45	1 6	0 71	365 20
Great Marlow	—	2 65	—	—	—	—	—	2 65	—	—
Great Northern	473 60	146 20	347 40	—	98 0	21 20	—	—	—	146 20
Great Western	829 0	579 40	435 54	329 32	27 33	36 46	—	53 26	8 7	179 59
Great Western and London and North-western Joint.	111 57	27 22	91 3	—	3 51	—	—	1 31	—	25 71
Hammersmith and City	3 74	—	3 74	—	—	—	—	—	—	—
Hoylake and Birkenhead	—	5 32	—	—	—	—	—	5 32	—	—
Isle of Wight	—	8 55	—	—	—	—	—	8 55	—	—
Lancashire and Yorkshire	413 60	23 40	158 15	5 30	6 61	248 64	10 35	1 40	3 12	3 3
London and North-western	*1156 36	366 37	*810 45	127 51	82 60 1 9 single.	21 78	50 22	0 40	—	186 75
London and South-western	444 60	262 60	444 60	221 20	—	—	—	17 60	—	23 60
London, Brighton, and South Coast.	254 0	91 0	254 0	91 0	—	—	—	—	—	—
London, Chatham, and Dover	133 63	22 7	133 63	22 7	—	—	—	—	—	—
Londonderry	6 0	—	—	—	—	—	—	—	—	—
London, Tilbury, and Southend.	41 45	3 67	0 46	—	—	41 0	3 67	—	—	—
Macclesfield Committee	10 42	—	10 42	—	—	—	—	—	—	—
Manchester and Milford	—	41 43	—	—	—	—	—	—	—	41 43
Manchester, Sheffield, and Lincolnshire.	226 13	33 33	48 41	—	—	156 66	6 71	9 8	20 53	1 3

* Also the Ashby and Nuneaton Joint Line which is included in the Midland Railway Company's mileage.

SUMMARY—*continued.*

NAME OF RAILWAY COMPANY.	Total Length of Railway open for Passenger Traffic.		Distance worked by Telegraph.			Distance worked by Telegraph, but not on either of the foregoing Systems.		Distance of Single Lines (not included in the foregoing Columns) worked under the following Systems.		
			Absolute Block.		Permissive Block.			System in which only One Engine in Steam or Two or more Engines coupled together are allowed to be upon Line or Portions thereof at one and the same Time. (No. 1.)	Train Porter System. (No. 2.)	Train Staff System. (No. 3.)
	Double.	Single.	Double.	Single (in addition to Train Staff System).	Double.	Double.	Single (in addition to Train Staff System).			
ENGLAND AND WALES—*continued.*										
	m. ch.	m. ch.	m. ch.	m. ch.	m. ch.	m. ch.	m. ch.	m. ch.	m. ch.	m. ch.
MANCHESTER, SOUTH JUNCTION, AND ALTRINCHAM.	9 24	—	7 61	—	1 43	—	—	—	—	
MARYPORT AND CARLISLE	27 67	10 20	—	—	—	—	—	4 7	6 13	
MAWDDWY	—	6 59	—	—	—	—	—	6 59	—	—
METROPOLITAN	7 42	1 69	7 42	—	—	—	—	—	1 69	—
METROPOLITAN DISTRICT	8 27	—	8 27	—	—	—	—	—	—	—
MIDLAND	*848 42	*226 17	*686 54	46 30	45 8	116 60	13 40	30 18	6 30	129 59
MIDLAND AND MANCHESTER, SHEFFIELD, AND LINCOLNSHIRE JOINT.	18 8	2 62	18 8	—	—	—	—	—	—	2 62
MID-WALES	—	48 40	—	48 40	—	—	—	—	—	
MONMOUTHSHIRE	32 19	11 32	11 70	3 56	—	20 29	—	7 56	—	—
NEATH AND BRECON	—	52 0	—	29 0	—	—	11 60	—	—	11 20
NORTHAMPTON AND BANBURY JUNCTION.	0 37	14 47	—	—	—	—	—	—	—	14 47
NORTH AND SOUTH WESTERN JUNCTION.	3 14	1 31	3 14	1 31	—	—	—	—	—	—
NORTH-EASTERN	†841 40	393 51	608 34	116 39	—	223 9	242 15	12 16	—	8 21
NORTH LONDON	11 78	—	11 78	—	—	—	—	—	—	—
NORTH STAFFORDSHIRE	138 40	24 14	138 40	24 14	—	—	—	—	—	—
NORTH UNION	5 55	—	5 55	—	—	—	—	—	—	—
OLDHAM, ASHTON-UNDER-LYNE, AND GUIDE BRIDGE JUNCTION.	5 64	—	—	—	—	5 64	—	—	—	—
PEMBROKE AND TENBY	—	27 34	—	—	—	—	—	—	—	27 34
POTTERIES, SHREWSBURY, AND NORTH WALES.	—	25 76	—	—	—	—	—	—	—	25 76
PRESTON AND LONGRIDGE	1 17	5 37	—	—	—	—	—	—	—	5 37
RHYMNEY	14 32	18 26	14 32	17 73	—	—	—	—	—	—
RYDE AND NEWPORT	—	8 60	—	—	—	—	—	—	—	8 60
SEVERN AND WYE	0 52	16 6	0 52	16 5	—	—	—	—	—	—
SOMERSET AND DORSET	—	92 65	—	92 65	—	—	—	—	—	—
SOUTH DEVON	38 21	81 20	38 21	81 20	—	—	—	—	—	—
SOUTH-EASTERN	315 20	10 51	315 20	—	—	—	—	10 51	—	—
STAFFORD AND UTTOXETER	—	12 60	—	—	—	—	—	—	—	12 60
TAFF VALE	42 19	5 18	1 25	—	1 8	—	—	—	—	—
TALYLLYN	—	7 0	—	—	—	—	—	7 0	—	—
THETFORD AND WATTON	—	19 16	—	19 16	—	—	—	—	—	—
TORBAY AND BRIXHAM	—	2 6	—	—	—	—	—	2 6	—	—
TRENT, ANCHOLME, AND GRIMSBY	13 2	—	—	—	—	13 2	—	—	—	—
VAN	—	6 60	—	—	—	—	—	6 60	—	—
WATLINGTON AND PRINCES RISBOROUGH.	—	9 0	—	—	—	—	—	9 0	—	—
WEST CORNWALL	—	25 63	—	25 63	—	—	—	—	—	—
WEST LONDON EXTENSION	4 78	—	4 78	—	—	—	—	—	—	—
WEST SOMERSET MINERAL	—	6 20	—	—	—	—	—	6 20	—	—
WHITEHAVEN, CLEATOR, AND EGREMONT.	16 3	7 46	15 54	—	—	—	7 46	—	—	—
WREXHAM, MOLD, AND CONNAH'S QUAY.	—	9 0	—	—	—	—	—	—	—	9 0
TOTAL, ENGLAND AND WALES	7,194 52	3,893 65	5,090 68	1,830 42	‡267 33	905 38	383 42	239 58	47 28	1,355 50

* Including the Ashby and Nuneaton Joint Line.

† The Otley and Ilkley Joint Line is also included in the Midland Railway Company's mileage.

‡ 1 m. 9 ch. of which is single line.

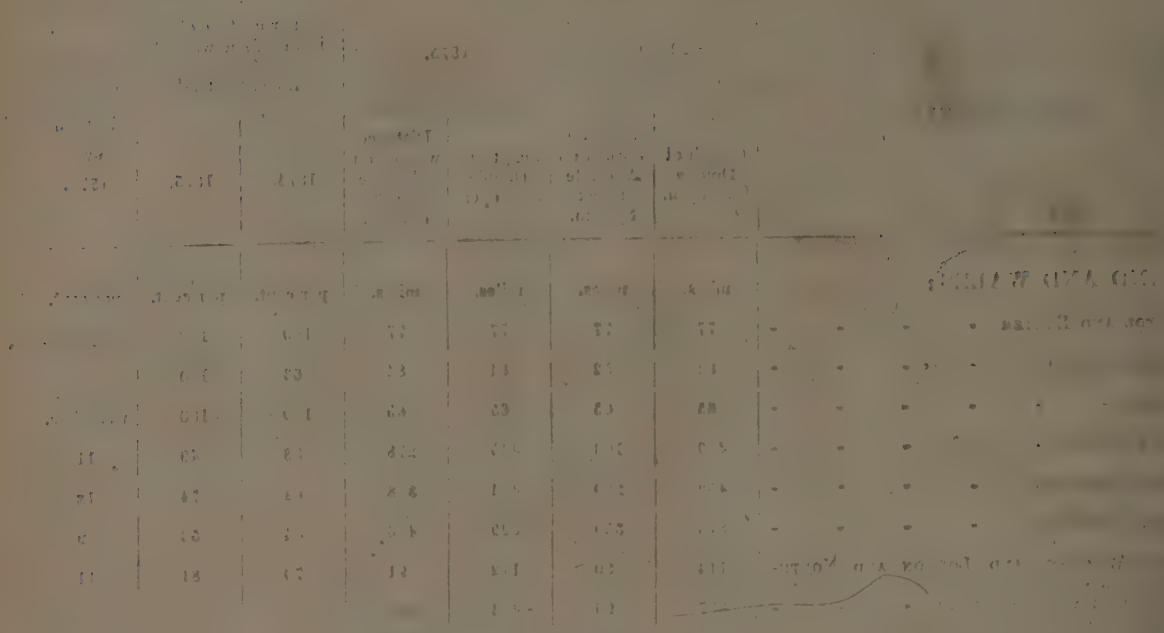
SUMMARY—*continued.*

NAME OF RAILWAY COMPANY.	Total Length of Railway open for Passenger Traffic.		Distance worked by Telegraph.			Distance worked by Telegraph, but not on either of the foregoing Systems.		Distance of Single Lines (not included in the foregoing Columns) worked under the following Systems.		
			Absolute Block.							
	Double.	Single.	Double.	Single (in addition to Train Staff System).	Permissive Block. Double.	Double.	Single (in addition to Train Staff System).	System in which only One Engine in Steam or Two or more Engines coupled together are allowed to be upon Line or Portions thereof at one and the same Time. (No. 1.)	Train Porter System. (No. 2.)	Train Staff System. (No. 3.)
	m. ch.	m. ch.	m. ch.	m. ch.	m. ch.	m. ch.	m. ch.	m. ch.	m. ch.	m. ch.
SCOTLAND.										
Caledonian	412 9	332 57	238 55	33 22	—	—	60 61	5 30	—	230 28
City of Glasgow Union	3 0	—	3 0	—	—	—	—	—	—	—
Glasgow and Kilmarnock Joint.	—	5 0	—	—	—	—	—	—	—	5 0
Glasgow and South-western	192 53	77 62	81 52	—	5 29	—	—	—	—	77 62
Glasgow and Paisley Joint	7 72	—	7 72	—	—	—	—	—	—	—
Great North of Scotland	6 20	281 20	6 20	275 40	—	—	—	5 60	—	—
Highland	6 65	395 20	6 65	395 20	—	—	—	—	—	—
Leven and East of Fife	—	18 57	—	—	—	—	—	—	—	18 57
North British	368 70	385 21	78 28	70 77	Single. 46 48	—	—	17 30	5 41	320 47
Wigtownshire	—	15 24	—	—	—	—	—	15 24	—	—
Total, Scotland	997 49	1,511 21	422 52	774 79	*51 77	—	60 61	43 64	5 41	652 34
IRELAND.										
Belfast and County Down	—	55 40	—	—	—	—	—	—	—	55 40
Belfast and Northern Counties.	18 27	132 3	18 27	—	—	—	—	105 41	—	26 42
Belfast, Holywood, and Bangor.	4 40	7 60	—	—	—	—	—	—	—	7 60
Castleisland	—	4 28	—	—	—	—	—	4 28	—	—
Cork and Bandon	—	30 60	—	—	—	—	—	—	—	30 60
Cork and Macroom Direct	—	24 60	—	—	—	—	—	—	—	24 60
Cork, Blackrock, and Passage.	—	6 37	—	—	—	—	—	6 37	—	—
Dublin, Wicklow, and Wexford.	18 0	103 60	—	—	—	—	—	—	—	103 60
Great Northern of Ireland	137 23	321 74	37 33	—	—	—	—	8 21	—	313 53
Great Southern and Western of Ireland.	194 53	269 74	1 5	—	—	193 48	242 33	—	—	27 41
Irish North-western	—	183 31	—	—	—	—	—	—	—	183 31
Londonderry and Lough Swilly.	—	12 2	—	—	—	—	—	12 2	—	—
Midland Great Western	114 69	300 70	11 70	2 0	—	3 33	8 60	—	—	—
Newry and Armagh	—	21 77	—	—	—	—	—	—	—	21 77
Newry, Warrenpoint, and Rostrevor.	—	6 0	—	—	—	—	—	6 0	—	—
Ulster	48 9	91 36	—	—	—	—	—	—	—	91 36
Waterford and Central Ireland.	—	60 0	—	—	—	—	—	—	—	60 0
Waterford and Limerick	21 60	186 20	—	—	—	—	—	—	—	186 20
Waterford and Tramore	—	7 20	—	—	—	—	—	7 20	—	—
West Cork	—	17 60	—	—	—	—	—	17 60	—	—
Total, Ireland	557 41	1,844 12	68 55	2 0	—	197 1	251 13	167 49	—	1,133 20
Total, United Kingdom	8,749 62	7,249 18	5,582 15	2,607 41	319 30	1,102 39	695 36	451 11	52 69	3,141 24

* 46 m. 48 ch. of which is single line.

COMPARATIVE STATEMENT showing the Number of Miles of Double Line open for Passengers' Traffic, and the Distance thereof worked on the ABSOLUTE BLOCK SYSTEM, in the Years 1874 and 1875 respectively, on the following Railways :—

NAME OF COMPANY.	1874.		1875.		Per-centage of Double Line worked on Absolute Block System.		Per-centage Increase in 1875 over 1874.
	Length of Double Line open.	Distance worked on Absolute Block System.	Length of Double Line open.	Distance worked on Absolute Block System.	1874.	1875.	
ENGLAND AND WALES:	miles.	miles.	miles.	miles.	per cent.	per cent.	per cent.
BRISTOL AND EXETER	77	77	77	77	100	100	Complete.
CHESHIRE LINES	82	52	84	84	63	100	37
FURNESS	65	65	65	65	100	100	Complete.
GREAT EASTERN	429	163	445	218	38	49	11
GREAT NORTHERN	452	280	474	348	62	74	12
GREAT WESTERN	816	359	829	436	44	53	9
GREAT WESTERN AND LONDON AND NORTH-WESTERN JOINT.	114	80	112	91	70	81	11
LANCASHIRE AND YORKSHIRE	397	99	414	158	25	38	13
LONDON AND NORTH-WESTERN	1,313	807	1,185	811	61	68	7
LONDON AND SOUTH-WESTERN	445	445	445	445	100	100	Complete.
LONDON, BRIGHTON, AND SOUTH COAST	276	276	254	254	100	100	
LONDON, CHATHAM, AND DOVER	134	134	134	134	100	100	
LONDON, TILBURY, AND SOUTHEND	40	—	40	1	Nil.	2½	2½
MANCHESTER, SHEFFIELD, AND LINCOLNSHIRE	222	38	226	49	17	22	5
MIDLAND	805	574	849	687	71	81	10
MONMOUTHSHIRE	32	13	32	12	41	37½	3½ decrease.
NORTH-EASTERN	826	467	839	609	57	73	16
NORTH LONDON	12	12	12	12	100	100	Complete.
NORTH STAFFORDSHIRE	137	137	139	139	100	100	
SOUTH DEVON	83	83	38	38	100	100	
SOUTH-EASTERN	318	318	316	316	100	100	
TAFF VALE	42	—	42	1	Nil.	2	2
TOTAL, ENGLAND AND WALES	7,304	4,578	7,221	5,091	63	71	8
SCOTLAND:							
CALEDONIAN	406	167	412	239	41	58	17
GLASGOW AND SOUTH-WESTERN	192	41	193	82	21	42	21
NORTH BRITISH	369	78	369	78	21	21	Nil.
&c.	&c.	&c.	&c.	&c.	&c.	&c.	&c.
TOTAL, SCOTLAND	1,015	334	998	423	33	42	9
IRELAND	503	57	557	69	11	12	1
TOTAL, UNITED KINGDOM	8,822	4,969	8,776	5,582	56	64	8



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Printers to the Queen's most Excellent Majesty.
For Her Majesty's Stationery Office.

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LOCAL GOVERNMENT BOARD.

HIGHWAYS.

ABSTRACTS OF THE GENERAL STATEMENTS

OF THE

Receipts and Expenditure

ON ACCOUNT OF THE

Highways of the several Parishes, Townships, &c.

IN

ENGLAND AND WALES,

FOR THE YEAR 1874.

Presented to both Houses of Parliament by Command of Her Majesty.



LONDON:
PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.
FOR HER MAJESTY'S STATIONERY OFFICE.

1876.

[C.—1618.] *Price* 10½*d.*

*** This Return comprises the following Abstracts :—

1. England and North Wales, so far as the Highways are included in *Divisions*, under the 12th & 13th Victoria, Cap. 35., for the year ending 25th March 1874.

2. England and North Wales, so far as the Highways are included in *Districts*, under the 25th & 26th Victoria, Cap. 61., and the 27th & 28th Victoria, Cap. 101., for the year ending 31st December 1874.

3. South Wales, complete, under the 23rd & 24th Victoria, Cap. 68., for the year ending 25th March 1874.

SUMMARY of the RECEIPTS and EXPENDITURE of the several Returns included in these Abstracts.

Number of Returns, 15,179.

	£	s.	d.
Balance in hand	229,086	2	3
Balance overspent	70,865	6	6
RECEIPTS.			
Rates or Assessments	1,499,261	17	2
Team Labour performed in lieu of Rates	13,921	5	10
Other Work performed in lieu of Rates	1,575	0	5
From Turnpike Trusts	15,664	19	6
Money Borrowed	3,943	18	3
Other Receipts	33,051	2	6
Total Receipts	1,567,418	3	8
EXPENDITURE.			
Manual Labour	507,084	12	7
Team Labour	209,899	12	4
Materials	409,526	14	7
Tradesmen's Bills	60,979	8	11
Law Charges	2,229	16	10
Improvements	21,422	9	6
In English Highway Districts. Common Fund Charges:—			
Contributions (in money) to Turnpike Trusts	£ 13,283	s. 13	d. 6
Repairs of existing Turnpike Roads	20,831	10	7
Repairs of Roads formerly Turnpike	146,685	4	7
Salaries	68,203	18	8
Other Common Charges	11,007	5	5
	260,011	12	9
Interest of Debt	1,922	12	11
Money Borrowed Repaid	3,472	16	6
Salaries	26,342	5	0
Team Labour performed in lieu of Rates	13,921	5	10
Other Work performed in lieu of Rates	1,575	0	5
To Turnpike Trusts	8,060	10	0
Other Payments	34,015	3	3
Total Expenditure	1,560,464	1	5
Balance in hand	236,872	11	2
Balance overspent	71,697	13	2
DEBTS.			
Principal Unpaid	42,445	6	10
Unpaid Interest	84	14	0

Local Government Board, Whitehall.
27th June 1876.

JOHN LAMBERT,
Secretary.

LIST OF COUNTIES.

ENGLAND.

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Abstract	5	30–33	Abstract	—	ib.

Work med Rates.	To Turnpike Trusts.	Other Payments.	Total Expenditure.	Balance, 25th March 1874. In hand.	Balance, 25th March 1874. Overspent.	Names of Counties.
s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	**ENGLAND.**
	—	—	—	—	—	Bedfordshire.
-	3 2 0	245 2 10	7,617 1 9	1,377 1 0	431 5 6	Berkshire.
7 0	181 0 0	766 0 2	21,628 16 1	3,668 14 10	603 10 5	Buckinghamshire.
-	36 4 0	913 15 3	25,842 13 0	2,930 14 0	1,011 12 11	Cambridgeshire.
	—	—	—	—	—	Cheshire.
-	- - -	215 11 9	1,907 7 9	38 6 8	100 17 8	Cornwall.
7 7	9 1 5	140 8 3	3,785 6 11	909 5 3	93 12 9	Cumberland.
11 11	667 2 9	1,182 9 5	23,987 2 11	5,120 13 4	754 14 8	Derbyshire.
-	- - -	27 4 10	490 11 11	86 3 2	15 3 10	Devonshire.
	—	—	—	—	—	Dorsetshire.
-	40 0 0	127 15 11	1,642 17 0	174 17 0	—	Durham.
0 3	- - -	1,188 10 7	22,229 15 10	2,917 15 3	1,016 7 11	Essex.
-	99 9 7	140 15 6	5,447 4 4	723 11 8	141 8 11	Gloucestershire.
-	- - -	- - -	3,793 19 10	—	—	Hampshire.
-	- - -	0 8 6	5 8 4	3 2 6	—	Herefordshire.
	—	—	—	—	—	Huntingdonshire.
-	10 2 0	18 10 0	1,958 17 5	207 16 0	—	Kent.
17 9	703 2 10	1,914 13 10	37,267 3 0	6,727 13 0	1,839 17 9	Lancashire.
	—	—	—	—	—	Leicestershire.
2 0	1,037 17 7	2,948 19 7	127,589 2 9	8,666 12 9	6,204 11 8	Lincolnshire.
-	- - -	4,418 18 7	19,828 8 4	1,969 17 1	212 2 7	Middlesex.
	—	—	—	—	—	Monmouthshire.
2 0	35 0 0	1,507 13 7	29,090 3 3	6,176 14 11	1,792 8 3	Norfolk.
-	21 15 0	205 7 8	4,281 2 7	424 1 1	264 11 11	Northamptonshire.
4 0	180 5 6	270 9 9	10,103 1 8	1,578 0 3	520 10 2	Northumberland.
	—	—	—	—	—	Nottinghamshire.
	—	—	—	—	—	Oxfordshire.
-	- - -	70 17 9	5,975 13 9	584 17 2	114 11 11	Rutlandshire.
-	12 17 0	132 14 7	2,415 5 9	497 9 3	19 19 8	Shropshire.
	—	—	—	—	—	Somersetshire.
3 1	105 8 1	1,062 13 6	22,401 14 2	3,916 2 5	915 9 1	Staffordshire.
6 0	- - -	327 1 8	15,806 15 9	2,777 17 7	452 17 4	Suffolk.
-	- - -	243 5 11	4,032 9 5	347 17 2	9 0 6	Surrey.
19 1	597 19 0	1,553 12 0	32,249 18 2	5,735 14 2	695 6 4	Sussex.
-	181 13 1	550 9 7	15,806 4 1	2,490 9 10	423 10 2	Warwickshire.
0 0	- - -	155 12 0	4,426 7 4	1,161 3 5	56 12 6	Westmorland.
-	- - -	913 18 11	1,311 17 10	215 11 11	47 12 9	Wiltshire.
-	9 2 2	237 2 6	7,814 13 5	1,458 1 10	218 8 1	Worcestershire.
19 6	1,990 12 4	3,352 5 9	105,264 15 3	14,839 16 2	2,264 4 6	Yorkshire.
0 2	5,921 14 4	24,832 10 2	566,001 19 7	77,726 0 8	20,220 9 9	
						NORTH WALES.
19 3	0 12 2	177 10 2	3,226 7 6	260 5 2	329 2 4	Anglesey.
15 6	109 10 8	270 19 8	3,444 2 9	544 1 2	60 14 1	Carnarvonshire.
4 4	- - -	37 3 1	1,085 15 8	168 17 8	12 17 6	Denbighshire.
2 1	1,149 2 7	292 18 9	4,887 9 6	894 17 9	124 19 11	Flintshire.
6 2	153 13 9	38 6 3	899 17 3	122 14 7	37 8 4	Merionethshire.
2 11	725 16 6	405 18 0	4,613 1 5	381 16 8	193 15 2	Montgomeryshire.
0 3	2,138 15 8	1,222 15 11	18,156 14 1	2,372 13 0	758 17 4	
0 5	8,060 10 0	26,055 6 1	584,158 13 8	80,098 13 8	20,979 7 1	Total of England and North Wales.

ABSTRACT STATEMENTS.

ENGLAND.

COUNTY OF BERKS.

NAMES OF DIVISIONS, &c.	Returns.	BALANCES, 25th March 1873. In Hand.	Overspent.	RECEIPTS. Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	Total Receipts.	Mar Lab
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£
Forest, The	16	169 1 0	136 13 0	1,578 18 7	41 7 9	- -	- -	9 16 2	1,630 2 6	671
Lamborne	7	78 10 10	8 6 7	274 5 11	- -	- -	- -	1 14 6	276 0 5	125
Maidenhead	8	152 17 8	2 16 4	1,181 2 3	72 5 0	- -	- -	18 11 10	1,271 19 1	301
Newbury	44	374 1 2	130 6 6	1,520 12 10	20 0 0	- -	- -	24 19 4	1,565 12 2	661
Reading	26	373 8 8	40 4 3	1,664 17 2	41 15 0	- -	10 0 0	46 2 8	1,762 14 10	681
Wantage	2	6 10 4	- - -	42 5 4	- -	- -	- -	- -	42 5 4	25
Windsor	4	203 12 6	10 17 7	956 6 8	- -	- -	- -	28 18 4	985 5 0	276
	107	1,358 2 2	329 4 3	7,218 8 9	175 7 9	- -	10 0 0	130 2 10	7,533 19 4	2,743

COUNTY OF BUCKS.

Ashendon	17	285 15 7	67 15 10	1,690 5 6	34 19 6	- -	- -	- -	1,725 5 0	501
Aylesbury	39	532 18 10	116 6 8	3,748 11 11	- -	- -	- -	70 15 9	3,819 7 8	1,285
Buckingham	31	291 16 0	67 17 8	1,991 15 7	37 10 0	- -	88 9 3	85 1 4	2,197 16 2	706
Burnham	17	379 3 6	49 13 3	1,170 2 6	20 6 0	0 18 0	- -	55 13 7	1,247 0 1	528
Chesham	13	69 2 8	47 7 3	578 18 5	- -	- -	- -	19 18 6	598 16 11	234
Cottesloe, South	18	423 0 3	221 2 4	2,385 18 7	- -	- -	- -	47 5 6	2,433 4 1	760
Desborough, 1st Div.	8	175 7 4	44 17 0	975 11 8	41 17 8	7 9 0	- -	19 10 9	1,044 9 1	352
Desborough, 2nd Div.	9	252 11 9	26 3 8	1,031 12 2	- -	- -	- -	167 17 7	1,199 9 9	586
Newport Pagnel	44	594 10 11	134 10 6	3,617 7 5	- -	- -	- -	88 11 9	3,705 19 2	966
Stoke	12	156 19 0	29 7 2	1,190 9 11	- -	- -	20 0 0	298 7 0	1,508 16 11	467
Stony Stratford	9	104 16 5	14 4 10	677 15 4	- -	- -	- -	18 16 10	696 12 2	227
Winslow	26	355 13 1	104 6 7	1,438 6 6	28 11 6	- -	- -	17 18 7	1,484 16 7	301
Town of Stoney Stratford	1	134 3 10	- - -	- - -	- -	- -	- -	200 0 0	200 0 0	5
	244	3,755 19 8	923 12 9	20,496 15 6	163 4 8	8 7 0	103 9 3	1,089 17 2	21,861 13 7	6,923

COUNTY OF CAMBRIDGE.

Arrington & Melbourne	2	- - -	36 13 1	169 1 0	- -	- -	- -	7 12 0	176 13 0	38
Bottisham	11	287 7 11	93 15 3	1,582 12 2	5 7 9	- -	- -	267 15 1	1,855 15 0	545
Cambridge	33	559 10 11	301 7 10	5,009 14 3	264 13 10	- -	37 2 2	284 6 8	5,595 16 11	1,729
Linton	20	340 14 1	180 2 11	1,729 10 0	- -	- -	- -	29 16 11	1,759 6 11	562
Newmarket	18	732 17 6	36 10 2	3,041 16 9	- -	- -	- -	18 13 1	3,060 9 10	1,133
Isle of Ely.										
Ely&Witchford,South	12	443 8 11	15 9 9	2,874 13 9	- -	- -	- -	120 5 0	2,994 18 9	724
Whittlesey	2	518 17 5	- - -	1,444 19 9	- -	- -	- -	2 4 10	1,447 4 7	497
Wisbech	9	280 17 0	78 10 4	5,996 4 5	- -	- -	- -	143 8 0	6,139 12 5	1,078
Witchford, North	5	322 0 10	54 6 11	2,016 18 5	- -	- -	- -	25 19 11	2,042 18 4	511
	112	3,485 14 7	796 16 3	23,865 10 6	270 1 7	- -	37 2 2	900 1 6	25,072 15 9	6,820

ENGLAND.

COUNTY OF BERKS.

EXPENDITURE.								BALANCES, 25th March 1874.	
Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	Total Expenditure.	In Hand.	Overspent.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
236 11 3	144 9 9	131 0 0	41 7 9	- - -	- - -	51 1 11	1,643 3 0	186 18 7	167 11 1
103 18 0	44 3 2	- - -	- - -	- - -	- - -	10 6 7	283 16 1	70 8 11	8 0 4
316 3 11	122 1 5	95 17 6	72 5 0	- - -	- - -	19 17 9	1,260 16 11	161 3 6	—
261 17 9	252 13 3	- - -	20 0 0	- - -	- - -	127 7 2	1,623 11 6	311 18 5	126 3 1
256 16 6	169 19 1	130 1 0	41 15 0	- - -	- - -	30 19 5	1,844 8 10	313 8 3	61 17 10
1 18 6	0 14 0	- - -	- - -	- - -	3 2 0	0 14 0	33 9 0	15 6 8	—
333 17 8	109 18 6	77 0 0	- - -	- - -	- - -	4 16 0	927 16 5	317 16 8	67 13 2
1,511 3 7	843 19 2	433 18 6	175 7 9	- - -	3 2 0	245 2 10	7,617 1 9	1,377 1 0	431 5 6

COUNTY OF BUCKS.

917 0 6	62 14 11	2 10 0	34 19 6	- - -	46 0 0	27 13 9	1,637 13 0	318 3 8	12 11 11
1,868 8 8	207 12 3	137 16 0	- - -	- - -	57 0 0	69 12 4	3,710 2 3	594 17 9	69 0 2
992 8 7	61 7 9	22 0 0	37 10 0	- - -	- - -	81 17 4	2,123 14 11	338 8 10	40 9 3
212 13 11	314 2 2	100 17 8	20 6 0	0 18 0	- - -	30 13 0	1,341 0 3	323 16 3	88 6 2
174 15 4	57 12 0	- - -	- - -	- - -	- - -	27 10 6	510 0 4	129 8 2	18 16 2
1,177 14 4	184 8 7	25 0 0	- - -	- - -	- - -	15 5 11	2,340 19 6	374 7 9	80 5 3
178 2 8	170 19 4	64 0 0	41 17 8	7 9 0	- - -	123 9 3	1,000 3 9	191 4 5	16 6 9
440 16 9	110 11 6	66 15 0	- - -	- - -	- - -	13 7 10	1,236 1 10	209 14 6	19 18 6
1,534 1 7	406 17 7	- - -	- - -	- - -	78 0 0	136 14 6	3,700 15 9	584 0 10	118 17 0
385 19 2	235 3 8	123 14 6	- - -	- - -	- - -	38 2 1	1,572 14 9	88 13 10	24 19 4
352 11 5	42 7 8	6 0 0	- - -	- - -	- - -	21 10 8	762 11 10	63 9 3	38 17 4
880 4 9	77 15 3	8 12 0	28 11 6	- - -	- - -	92 9 7	1,498 9 8	312 14 0	75 0 7
24 0 3	67 14 4	3 0 0	- - -	- - -	- - -	87 13 5	194 8 3	139 15 7	—
9,138 17 11	1,999 7 0	560 5 2	163 4 8	8 7 0	181 0 0	766 0 2	21,628 16 1	3,668 14 10	603 10 5

COUNTY OF CAMBRIDGE.

16 19 0	3 2 7	16 0 0	- - -	- - -	- - -	1 17 6	77 8 3	62 11 8	—
838 7 2	75 8 8	113 5 6	5 7 9	- - -	- - -	38 16 3	1,995 16 0	170 15 9	117 4 1
1,554 2 11	615 1 10	156 7 6	264 13 10	- - -	36 4 0	320 2 10	5,379 18 8	784 5 5	310 4 1
452 9 7	139 18 11	88 0 0	- - -	- - -	- - -	134 17 6	1,655 18 10	340 14 8	76 15 5
950 7 3	238 9 6	132 11 6	- - -	- - -	- - -	80 3 3	3,327 12 7	470 3 8	41 5 1
1,561 0 4	148 0 4	76 3 0	- - -	- - -	- - -	46 7 6	3,076 0 3	362 10 3	15 12 7
879 6 8	34 5 6	- - -	- - -	- - -	- - -	192 9 2	1,711 10 3	254 11 9	—
4,068 9 7	153 12 1	181 10 0	- - -	- - -	- - -	56 5 0	6,553 3 8	209 15 10	421 0 5
1,104 8 4	89 2 10	81 0 0	- - -	- - -	- - -	42 16 3	2,065 4 6	274 19 6	29 11 3
11,425 11 4	1,497 2 3	844 17 6	270 1 7	- - -	36 4 0	913 15 3	25,842 12 0	2,930 14 0	1,011 12 11

COUNTY OF CORNWALL.

NAMES OF DIVISIONS, &c.	Returns.	BALANCES, 25th March 1873. In Hand.	Overspent.	RECEIPTS. Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	Total Receipts.	Man Labo
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£
Penwith, East	1	15 15 3	- - -	946 3 4	- -	- -	- -	- -	946 3 4	522
Penwith, West	2	- - -	102 3 1	982 12 3	- -	- -	- -	2 9 0	985 1 3	449 1
	3	15 15 3	102 3 1	1,928 15 7	- -	- -	- -	2 9 0	1,931 4 7	972

COUNTY OF CUMBERLAND.

Cumberland Ward	46	465 16 5	58 4 1	1,584 13 7	4 16 0	- -	1 10 0	20 15 2	1,611 14 9	751 1
Derwent	49	343 5 2	19 10 1	1,342 0 5	51 0 9	0 15 0	- -	5 8 3	1,399 4 5	706
Keswick	14	75 2 0	0 10 1	251 12 0	39 2 0	5 11 9	6 12 10	24 8 8	327 7 3	150
Workington	7	186 16 5	- - -	243 14 7	- -	8 0 10	- -	18 1 10	269 17 3	189
	116	1,071 0 0	78 4 3	3,422 0 7	94 18 9	14 7 7	8 2 10	68 13 11	3,608 3 8	1,797 1

COUNTY OF DERBY.

Alfreton	20	253 3 8	47 13 7	2,018 1 10	525 10 6	3 18 6	- -	58 3 3	2,605 14 1	899 1
Appletree	21	67 13 3	8 12 6	565 6 10	43 11 0	- -	- -	8 19 11	617 17 9	246
Ashbourne	36	128 9 6	43 5 4	903 7 11	54 19 6	9 6 9	80 5 8	51 2 0	1,099 1 10	337 1
Bakewell	49	260 16 11	35 9 11	1,426 6 4	112 19 4	48 11 10	107 8 10	45 13 4	1,740 19 8	809 1
Belper	13	200 10 9	12 8 1	831 0 1	21 16 0	- -	50 0 0	5 17 6	908 13 7	380
Chapel-en-le-Frith	27	1,077 11 6	154 19 5	2,355 3 9	- -	- -	294 2 2	117 19 7	2,767 5 6	1,468 1
Chesterfield	30	453 1 8	139 18 5	2,922 11 9	346 3 3	5 16 10	- -	121 18 1	3,396 9 11	1,393
Derby	48	500 13 2	212 15 9	3,250 10 6	242 6 9	- -	41 7 0	105 16 3	3,640 0 6	1,149
Eckington	17	766 2 7	53 8 2	3,230 11 5	12 7 7	- -	- -	22 14 10	3,265 13 10	1,220
Glossop	5	32 9 1	35 12 1	419 12 2	- -	- -	30 0 0	1 9 5	451 1 7	221 1
Repton and Gresley	36	462 11 6	58 18 8	1,955 12 5	6 0 0	- -	28 4 8	105 11 9	2,095 8 10	660 1
Smalley	17	213 3 1	76 10 7	934 1 9	104 10 4	- -	31 0 0	8 16 0	1,078 8 1	340
Wirksworth	18	55 0 6	41 13 9	1,013 12 4	53 0 0	9 18 0	45 0 0	14 15 2	1,136 5 6	339 1
	337	4,471 7 2	921 6 3	21,825 19 1	1,523 4 3	77 11 11	707 8 4	668 17 1	24,803 0 8	9,466 1

COUNTY OF DEVON.

Paignton	6	94 19 8	11 1 6	211 10 7	- -	- -	- -	2 16 0	214 6 7	83
Stanborough & Coleridge	2	48 4 8	- - -	70 10 0	- -	- -	- -	- -	70 10 0	24 1
Borough of Bradninch	1	20 0 10	- - -	124 11 0	- -	- -	- -	- -	124 11 0	46 1
	9	163 5 2	11 1 6	406 11 7	- -	- -	- -	2 16 0	409 7 7	154 1

COUNTY OF DURHAM.

Chester Ward, East Gateshead District	2	381 18 5	- - -	1,169 16 7	265 19 0	- -	- -	- -	1,435 15 7	556

COUNTY OF CORNWALL.

EXPENDITURE.								BALANCES, 25th March 1874.	
am our.	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	Total Expenditure.	In Hand.	Overspent.
s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
12 11	179 13 2	14 19 10	50 0 0	- -	- -	- -	12 1 1	923 11 11	38 6 8	—
19 7	11 5 6	51 6 6	84 16 0	- -	- -	- -	203 10 8	983 15 10	- - -	100 17 8
12 6	190 18 8	66 6 4	134 16 0	- -	- -	- -	215 11 9	1,907 7 9	38 6 8	100 17 8

COUNTY OF CUMBERLAND.

17 7	551 15 4	66 1 9	36 18 0	4 16 0	- -	- -	22 19 1	1,655 7 4	420 2 11	56 3 2
4 6	177 14 5	146 2 7	143 4 0	51 0 9	0 15 0	9 1 5	103 4 9	1,490 8 3	265 10 3	32 19 0
0 8	23 1 0	20 15 10	19 5 0	39 2 0	5 11 9	- -	12 2 7	308 7 8	94 0 0	0 8 6
2 6	34 8 10	3 10 5	72 10 6	- -	8 0 10	- -	2 1 10	331 3 8	129 12 1	4 2 1
5 3	786 19 7	236 10 7	271 17 6	94 18 9	14 7 7	9 1 5	140 8 3	3,785 6 11	909 5 3	93 12 9

COUNTY OF DERBY.

12 10	573 14 2	176 12 3	202 2 6	525 10 6	3 18 6	71 19 9	37 19 7	2,578 7 2	278 8 10	45 11 10
6 4	134 0 9	23 4 11	38 11 0	43 11 0	- -	- -	20 18 11	609 13 3	81 15 5	14 10 2
8 10	196 1 0	45 18 0	45 8 6	54 19 6	9 6 9	94 16 2	105 10 11	1,026 1 4	168 1 4	9 16 8
2 8	155 13 11	110 4 1	61 11 5	112 19 4	48 11 10	35 19 6	79 12 8	1,695 8 2	318 10 0	47 11 6
17 11	153 9 0	24 6 9	63 3 0	21 16 0	- -	60 18 0	34 0 0	881 11 2	222 15 2	7 10 1
3 2	447 7 10	135 6 2	27 4 0	- -	- -	11 4 0	99 14 3	2,682 19 1	1,057 15 9	50 17 3
19 0	496 3 11	97 4 0	132 0 0	346 3 3	5 16 10	100 2 0	43 10 4	3,064 19 4	723 16 3	79 2 5
2 11	904 3 5	459 10 10	115 3 4	242 6 9	- -	- -	174 18 4	3,549 10 10	632 3 3	253 16 2
8 2	708 14 11	159 14 8	199 15 6	12 7 7	- -	74 14 6	367 1 2	3,398 19 7	667 13 9	88 5 1
17 1	66 18 6	13 0 10	8 13 11	- -	- -	- -	22 14 2	427 17 1	61 2 8	41 1 2
19 10	662 4 0	74 19 8	94 10 7	6 0 0	- -	- -	91 8 1	1,963 16 0	575 17 3	40 11 7
14 4	159 2 7	148 13 9	82 0 0	104 10 4	- -	- -	59 4 3	1,061 9 10	212 8 5	58 17 8
7 10	152 19 10	36 10 11	26 17 0	53 0 0	9 18 0	217 8 10	45 16 9	1,046 10 1	120 5 3	17 3 1
0 11	4,810 13 10	1,505 6 10	1,097 0 9	1,523 4 3	77 11 11	667 2 9	1,182 9 5	23,987 2 11	5,120 13 4	754 14 8

COUNTY OF DEVON.

3 6	52 12 3	26 2 11	- - -	- -	- -	- -	24 10 7	240 13 0	58 10 9	0 19 0
8 0	38 4 11	0 1 6	- - -	- -	- -	- -	2 14 3	91 2 3	27 12 5	—
17 5	62 7 3	20 7 3	2 12 0	- -	- -	- -	- - -	158 16 8	- - -	14 4 10
8 11	153 4 5	46 11 8	2 12 0	- -	- -	- -	27 4 10	490 11 11	86 3 2	15 3 10

COUNTY OF DURHAM.

- -	519 14 8	55 7 10	77 15 0	265 19 0	- -	40 0 0	127 15 11	1,642 17 0	174 17 0	—

COUNTY OF ESSEX.

NAMES OF DIVISIONS, &c.	Returns.	BALANCES, 25th March 1873. In Hand.	Overspent.	RECEIPTS. Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	Total Receipts.	Ma Lab
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£
Beacontree	7	535 14 4	201 17 7	4,878 14 1	25 4 7	79 0 3	- -	94 13 8	5,077 12 7	1,552
Brentwood	1	- - -	42 16 1	105 13 9	- - -	- - -	- - -	- - -	105 13 9	11
Dengie	21	238 4 11	51 17 2	1,542 1 10	453 1 6	- - -	- - -	8 12 0	2,003 15 4	328
Epping	13	235 7 10	14 11 2	2,785 0 7	105 17 6	- - -	- - -	121 4 8	3,012 2 4	676
Harlow	11	167 10 8	76 2 5	1,390 14 1	280 7 3	- - -	- - -	67 4 2	1,738 5 6	451
Hinckford, South :										
Braintree Division	3	53 15 5	17 1 11	372 0 0	- - -	- - -	- - -	14 6 6	386 6 6	97
Ongar	25	328 16 5	42 17 9	1,592 11 6	- - -	- - -	- - -	37 5 6	1,629 17 0	503
Orsett	18	174 2 8	201 1 1	1,271 11 8	102 4 0	- - -	- - -	24 9 5	1,398 5 1	337
Tendring	29	389 6 4	70 17 3	2,217 0 1	70 14 0	- - -	- - -	25 8 7	2,313 2 8	320
Walden	33	644 15 5	197 4 0	2,346 1 2	93 1 0	- - -	- - -	53 7 6	2,492 9 8	1,019
Winstree and Lexden	1	- - -	9 8 5	65 13 9	- - -	- - -	- - -	8 11 6	74 5 3	27
Witham	29	240 13 2	78 5 6	1,853 5 8	- - -	- - -	- - -	41 15 0	1,895 0 8	521
	191	3,008 7 2	1,004 0 4	20,420 8 2	1,130 9 10	79 0 3	- - -	496 18 1	22,126 16 4	5,847

COUNTY OF GLOUCESTER.

Berkeley	8	62 2 6	6 2 3	576 0 1	- - -	- - -	- - -	7 11 2	583 11 3	91
Dursley	11	47 16 3	18 9 4	748 17 6	- - -	- - -	- - -	15 7 10	764 5 4	286
Horsley	7	102 11 9	14 5 8	596 1 11	12 9 0	- - -	- - -	- - -	608 10 11	316
Lawford's Gate	2	16 12 11	- - -	1,852 2 6	- - -	- - -	- - -	14 4 0	1,866 6 6	700
Newnham	10	82 9 1	2 14 6	269 13 11	- - -	- - -	- - -	- - -	269 13 11	139
Stroud	1	17 6 7	- - -	70 9 8	- - -	- - -	- - -	- - -	70 9 8	30
Tewkesbury	14	218 17 5	24 7 9	1,357 16 11	- - -	- - -	4 17 6	21 18 1	1,384 12 6	391
	53	547 16 6	65 19 6	5,471 2 6	12 9 0	- - -	4 17 6	59 1 1	5,547 10 1	1,956

COUNTY OF HANTS.

Isle of Wight	31	- - -	- - -	3,713 0 10	- - -	- - -	- - -	80 19 0	3,793 19 10	3,778

COUNTY OF HEREFORD.

Dore	1	0 17 5	- - -	7 13 5	- - -	- - -	- - -	- - -	7 13 5	3

COUNTY OF KENT.

Aylesford, North	1	16 2 2	- - -	1,455 17 0	- - -	- - -	- - -	25 18 9	1,481 15 9	437
Tonbridge	1	305 13 4	- - -	328 0 2	- - -	- - -	- - -	35 2 0	363 2 2	88
	2	321 15 6	- - -	1,783 17 2	- - -	- - -	- - -	61 0 9	1,844 17 11	526

COUNTY OF ESSEX.

	EXPENDITURE.								BALANCES, 25th March 1874.	
	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	Total Expenditure.	In Hand.	Overspent.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
d.	1,338 9 6	657 17 6	142 13 8	25 4 7	79 0 3	- -	594 3 11	5,125 18 5	385 15 7	100 4 8
0	26 9 2	1 10 0	15 0 0	- -	- -	- -	1 0 6	67 12 8	- - -	4 15 0
7	636 8 8	96 2 6	38 0 0	453 1 6	- -	- -	26 14 10	1,909 4 0	283 2 10	2 3 9
11	820 10 9	591 8 7	205 0 0	105 17 6	- -	- -	75 2 6	3,033 5 0	291 3 0	91 9 0
2	517 1 8	81 8 5	40 0 0	280 7 3	- -	- -	49 11 3	1,647 18 8	240 8 9	58 13 8
6	240 2 7	56 8 1	25 0 0	- -	- -	- -	1 2 9	488 5 6	6 10 8	71 16 2
10	705 5 11	171 13 10	58 0 0	- -	- -	- -	40 17 0	1,861 13 8	224 0 2	169 18 2
2	359 13 5	69 5 9	39 0 0	102 4 0	- -	- -	71 13 4	1,161 12 10	338 3 8	128 9 10
3	948 12 9	215 19 3	30 0 0	70 14 0	- -	- -	41 1 2	2,322 15 11	326 12 4	17 16 6
8	561 3 3	236 6 9	73 13 0	93 1 0	- -	- -	229 2 3	2,704 1 2	502 5 10	266 5 11
0	- - -	19 3 5	- - -	- -	- -	- -	1 3 3	66 11 5	- - -	1 14 7
9	553 13 9	183 9 3	65 16 0	- -	- -	- -	56 17 10	1,840 16 7	319 12 5	103 0 8
4	6,707 11 5	2,380 13 4	732 2 8	1,130 9 10	79 0 3	- -	1,188 10 7	22,229 15 10	2,917 15 3	1,016 7 11

COUNTY OF GLOUCESTER.

6	250 8 7	29 9 6	3 0 0	- -	- -	- -	10 16 0	575 16 3	85 2 5	21 7 2
8	228 15 8	81 18 6	15 0 0	- -	- -	3 15 0	13 9 4	801 4 0	34 7 5	41 19 2
4	56 16 10	21 12 9	33 0 0	12 9 0	- -	95 14 7	9 8 4	581 18 11	127 3 5	12 5 4
0	735 19 6	40 8 4	120 14 8	- -	- -	- -	55 13 11	1,828 11 4	54 8 1	—
11	68 13 9	31 16 7	2 2 0	- -	- -	- -	20 5 9	337 12 9	42 7 7	30 11 10
9	5 6 6	0 14 6	- - -	- -	- -	- -	3 9 2	48 18 11	38 17 4	—
6	484 7 9	73 5 1	54 10 0	- -	- -	- -	27 13 0	1,273 2 2	341 5 5	35 5 5
8	1,830 8 7	279 5 3	228 6 8	12 9 0	- -	99 9 7	140 15 6	5,447 4 4	723 11 8	141 8 11

COUNTY OF HANTS.

-	- - -	15 16 3	- - -	- -	- -	- -	- -	3,793 19 10	- - -	—

COUNTY OF HEREFORD.

0	- - -	- - -	0 15 0	- -	- -	- -	0 8 6	5 8 4	3 2 6	—

COUNTY OF KENT.

0	554 13 7	248 3 10	122 13 0	- -	- -	- -	- - -	1,473 17 1	24 0 10	—
2	92 7 4	26 15 3	60 0 0	- -	- -	10 2 0	18 10 0	485 0 4	183 15 2	—
2	647 0 11	274 19 1	182 13 0	- -	- -	10 2 0	18 10 0	1,958 17 5	207 16 0	—

COUNTY OF LANCASTER.

NAMES OF DIVISIONS, &c.	BALANCES, 25th March 1873.		RECEIPTS.						Man Labo
	In Hand.	Overspent.	Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	Total Receipts.	
Returns.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£
Accrington - - 4	44 9 5	5 18 2	612 7 9	- - -	- - -	73 10 11	13 3 5	699 2 1	268
Ashton-under-Lyne - 15	139 8 6	30 1 11	635 18 2	- - -	- - -	- - -	24 17 6	660 15 8	195
Bacup and Rawtenstall 2	17 19 11	- - -	20 10 6	- - -	- - -	- - -	- - -	20 10 6	5
Blackburn, Lower - 21	171 6 4	110 0 6	2,324 0 7	- - -	- - -	49 12 10	128 5 3	2,501 18 8	1,082
Blackburn, Upper - 14	680 4 6	81 15 7	2,402 4 11	- - -	1 8 4	123 18 1	136 2 0	2,663 13 4	1,214
Bolton - - - 20	490 17 9	70 6 3	2,638 10 5	- - -	- - -	206 19 10	96 10 3	2,942 0 6	1,201
Bury - - - - 17	1,064 7 11	552 7 7	3,355 9 1	- - -	- - -	- - -	137 6 4	3,492 15 5	1,390
Childwall - - - 1	10 16 8	- - -	91 1 4	- - -	- - -	- - -	- - -	91 1 4	50
Clitheroe - - - 14	89 9 6	5 5 0	527 17 9	2 5 0	6 12 8	- - -	- - -	536 15 5	266
Colne - - - 9	105 6 6	27 14 6	1,429 14 2	- - -	- - -	206 1 9	64 2 0	1,699 17 11	654
Hawkshead - - 12	126 17 7	- - -	445 18 4	- - -	- - -	- - -	6 5 0	452 3 4	326
Kirkham - - 29	303 1 5	18 19 10	1,618 3 10	486 2 9	44 12 6	- - -	37 4 9	2,186 3 10	764
Leigh - - - 1	- - -	17 4 11	415 2 3	- - -	- - -	- - -	13 14 2	428 16 5	161
Lonsdale, North - - 36	537 2 5	38 7 6	1,964 9 4	57 17 8	6 12 3	- - -	45 6 9	2,074 6 0	1,485
Lonsdale, South - - 30	463 1 5	7 9 7	2,695 11 11	25 13 0	22 3 2	- - -	65 1 4	2,808 9 5	1,460
,, Hornby Sub-Div. 18	102 2 2	0 11 1	515 7 1	14 7 1	17 4 7	- - -	53 16 5	600 15 2	377
Manchester - - 26	1,249 16 10	14 11 11	5,004 10 6	97 7 3	12 6 2	71 7 11	250 0 11	5,435 12 9	2,000
Middleton - - 19	446 13 3	5 4 6	1,811 7 0	22 18 4	0 3 2	- - -	67 3 5	1,901 11 11	1,019
Oldham - - - 2	85 2 8	- - -	30 4 4	- - -	- - -	- - -	0 1 0	30 5 4	68
Over Darwen - - 4	93 11 6	- - -	574 15 8	- - -	- - -	- - -	71 18 9	646 14 5	431
Prescot, or St. Helens - 2	58 13 6	- - -	787 11 8	- - -	- - -	- - -	85 0 0	872 11 8	280
Preston - - 23	216 16 5	24 19 3	1,353 13 9	203 4 0	112 11 2	31 2 0	26 17 6	1,727 8 5	407
Walton-le-Dale - - 3	222 17 0	- - -	1,005 3 11	- - -	- - -	130 0 0	18 12 10	1,153 16 9	369
Warrington - - 1	24 8 6	- - -	354 19 6	32 18 0	- - -	- - -	0 10 0	388 7 6	111
Wigan - - - 3	18 7 4	31 9 0	397 10 10	14 14 6	5 3 9	- - -	0 1 6	417 10 7	181
326	6,764 1 0	1,042 7 1	33,012 4 7	957 7 7	228 17 9	892 13 4	1,342 1 1	36,433 4 4	15,775

COUNTY OF LINCOLN.

PARTS OF HOLLAND.									
Elloe - - - 18	632 6 2	66 18 6	13,448 8 0	- - -	- - -	- - -	46 16 2	13,495 4 2	2,355
Kirton and Skirbeck - 23	440 2 1	697 6 5	13,990 3 7	- - -	- - -	76 10 0	343 17 2	14,410 10 9	3,107
PARTS OF KESTEVEN.									
Aveland - - 20	439 11 11	59 13 7	5,044 5 2	- - -	- - -	- - -	131 11 2	5,175 16 4	1,647
Beltisloe - - - 20	209 3 9	114 15 9	1,757 13 5	- - -	- - -	8 0 6	3 12 0	1,769 5 11	967
Lincoln - - - 36	426 19 0	250 0 10	4,751 8 8	14 17 0	- - -	343 0 7	376 10 1	5,485 16 4	3,080
Loveden - - - 33	697 18 6	68 1 11	5,242 2 6	30 8 2	- - -	12 0 0	96 2 4	5,380 13 0	1,752
Ness - - - - 15	139 13 8	67 16 0	2,429 8 2	5 7 6	- - -	- - -	29 6 2	2,464 1 10	1,129
Sleaford - - - 61	942 19 6	386 8 3	10,971 0 7	- - -	- - -	14 16 6	191 3 1	11,177 0 2	4,600
Winnibriggs & Threeo 22	187 5 9	99 19 2	2,691 16 8	7 2 6	- - -	- - -	1 16 0	3,700 15 2	1,547
PARTS OF LINDSEY.									
Bradley-Haverstoe - 39	478 11 8	364 0 0	5,607 17 7	604 4 4	- - -	- - -	46 9 9	6,258 11 8	1,606
Calceworth - - 36	415 4 4	156 12 5	6,593 16 5	- - -	- - -	- - -	123 17 10	6,717 14 3	1,663
Horncastle - - - 62	432 6 0	273 4 6	6,017 14 2	- - -	- - -	60 12 10	185 19 8	6,264 6 8	2,012
Lincoln - - - 44	657 11 6	99 10 9	4,828 17 1	238 8 6	31 15 0	1 19 6	78 17 9	5,179 17 10	2,987
Louth - - - 54	483 15 10	270 6 6	5,922 8 10	552 17 6	7 7 0	148 7 3	76 0 7	6,707 1 2	1,436
Spilsby - - - 58	571 19 0	405 17 5	10,961 11 11	101 13 4	- - -	57 11 2	41 19 7	11,162 16 0	2,329
Walshcroft - - 27	326 1 7	333 3 6	3,819 8 10	427 9 9	- - -	12 0 0	111 2 8	4,370 1 3	1,459
Winterton - - - 23	502 9 7	115 18 4	3,304 0 8	215 19 0	25 0 0	- - -	77 4 10	3,622 4 6	1,617
Wragby - - - 32	260 2 6	256 9 0	2,764 16 1	577 14 7	- - -	38 10 0	3 5 0	3,384 5 8	903
Yarborough, North - 13	408 9 10	13 19 9	3,642 19 3	60 13 0	- - -	- - -	101 19 0	3,805 11 3	1,354
Yarborough, South - 25	551 9 1	59 19 0	4,239 5 2	75 0 0	75 0 0	- - -	86 5 1	4,475 10 3	1,738
661	9,204 1 3	4,160 1 7	119,029 2 9	2,911 15 2	139 2 0	773 8 4	2,153 15 11	125,007 4 2	39,297

COUNTY OF LANCASTER.

EXPENDITURE.								BALANCES, 25th March 1874.	
Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	Total Expenditure.	In Hand.	Overspent.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
273 19 9	5 19 7	33 10 0	- - -	- - -	- - -	7 3 6	694 9 2	43 4 2	-
29 16 10	15 12 2	70 16 0	- - -	- - -	275 3 10	38 8 8	685 18 3	157 19 1	73 15 1
0 7 8	- - -	3 18 0	- - -	- - -	- - -	0 8 6	12 0 0	26 10 5	-
450 14 9	66 13 6	167 10 0	- - -	- - -	106 17 6	132 8 6	2,543 14 7	81 0 4	61 10 5
904 10 9	163 15 4	89 18 7	- - -	1 8 4	- - -	54 17 7	2,845 12 4	482 3 1	65 13 2
625 17 11	110 2 1	229 8 0	- - -	- - -	- - -	188 12 1	2,880 4 5	577 10 6	95 2 11
921 0 3	155 6 5	164 5 0	- - -	- - -	- - -	929 13 7	4,060 14 11	1,097 16 5	1,153 15 7
8 12 6	12 2 0	- - -	- - -	- - -	- - -	6 18 0	82 2 6	19 15 6	—
91 3 7	6 12 10	67 1 6	2 5 0	6 12 8	- - -	9 4 10	573 14 5	51 6 11	4 1 5
569 13 0	19 1 8	52 11 0	- - -	- - -	- - -	15 17 7	1,777 9 8	59 15 4	59 15 1
33 0 1	8 18 6	24 15 0	- - -	- - -	- - -	7 2 7	519 19 9	60 14 5	1 13 3
392 6 1	165 12 9	97 10 4	486 2 9	44 12 6	- - -	57 4 11	2,329 5 7	232 10 7	90 18 9
129 8 8	11 1 4	18 0 0	- - -	- - -	- - -	4 19 0	380 13 6	30 18 0	—
85 10 8	54 7 6	77 16 6	57 17 8	6 12 3	- - -	27 19 6	2,042 7 9	586 18 6	55 15 4
496 19 2	113 18 1	172 15 0	25 13 0	22 3 2	- - -	150 1 7	3,033 8 0	272 19 5	42 6 2
30 14 0	18 14 3	41 0 0	14 7 1	17 4 7	- - -	8 6 7	615 14 2	92 19 1	6 7 0
1,391 14 11	358 5 7	297 12 6	97 7 3	12 6 2	0 1 6	65 6 10	4,866 7 1	1,805 17 3	1 6 8
618 0 6	82 14 3	98 0 0	22 18 4	0 3 2	30 0 0	46 14 2	2,123 6 10	249 0 4	29 6 6
- - -	0 5 6	13 0 0	- - -	- - -	- - -	26 3 2	108 3 0	7 5 0	—
69 15 4	29 6 5	49 10 0	- - -	- - -	- - -	3 0 6	717 6 6	44 5 10	21 6 5
124 17 8	66 1 9	- - -	- - -	- - -	- - -	62 9 10	744 8 5	186 16 9	—
615 2 11	67 4 11	115 18 7	203 4 0	112 11 2	27 0 0	44 12 6	1,761 8 1	195 15 6	37 18 0
256 5 5	13 10 1	34 0 0	- - -	- - -	264 0 0	14 1 5	1,110 12 2	266 1 7	—
183 14 10	4 17 1	20 0 0	32 18 0	- - -	- - -	9 7 0	362 0 1	50 15 11	—
89 19 6	21 8 4	34 0 0	14 14 6	5 3 9	- - -	3 11 5	396 1 10	47 13 1	39 6 0
8,393 6 9	1,571 11 11	1,972 16 0	957 7 7	228 17 9	703 2 10	1,914 13 10	37,267 3 0	6,727 13 0	1,839 17 9

COUNTY OF LINCOLN.

7,485 7 6	221 10 2	306 16 0	- - -	- - -	74 6 10	129 15 10	13,120 14 11	1,020 15 4	80 18 5
7,862 4 1	465 7 8	547 11 0	- - -	- - -	0 11 0	407 3 7	14,292 13 9	519 15 6	659 2 10
2,017 8 7	409 12 3	66 10 0	- - -	- - -	99 14 4	155 16 8	5,247 0 11	409 6 9	100 13 0
445 11 0	52 13 10	27 0 0	- - -	- - -	66 5 1	62 2 5	1,862 11 8	110 0 9	108 18 6
517 10 2	313 5 9	141 10 6	14 17 0	- - -	- - -	206 18 7	5,084 18 8	698 6 10	120 11 0
2,615 0 2	296 10 4	145 14 0	30 8 2	- - -	- - -	136 1 3	5,718 16 10	446 16 6	155 3 9
810 14 7	82 13 2	53 0 0	5 7 6	- - -	107 14 10	24 4 10	2,681 5 10	62 16 10	208 3 2
4,135 8 7	545 8 6	134 18 4	- - -	- - -	472 13 0	309 0 0	12,013 16 2	643 17 7	924 2 4
1,080 2 4	181 9 6	68 10 0	7 2 6	- - -	12 0 6	163 2 1	3,663 18 4	207 9 6	83 6 1
2,778 8 10	214 9 6	77 7 0	604 4 4	- - -	- - -	93 6 0	6,286 5 11	612 17 6	526 0 1
2,797 15 0	205 3 6	86 0 0	- - -	- - -	- - -	335 5 9	6,438 9 1	631 2 11	93 5 10
2,555 18 3	337 18 6	96 7 0	- - -	- - -	- - -	80 19 11	6,295 4 2	412 18 2	284 14 2
1,152 15 5	137 2 11	101 0 0	238 8 6	31 15 0	- - -	131 13 4	5,470 18 2	467 10 5	200 10 0
2,548 10 1	204 8 7	110 3 6	552 17 6	7 7 0	- - -	116 7 6	6,802 14 5	423 14 3	305 18 2
6,399 1 4	346 4 6	265 18 6	101 13 4	- - -	204 12 0	234 5 8	11,760 19 9	577 17 0	1,009 19 2
2,158 17 3	140 4 2	97 3 0	427 9 9	- - -	- - -	36 17 1	4,889 18 5	211 13 1	738 12 2
1,270 18 6	125 18 5	74 4 0	215 19 0	25 0 0	- - -	76 1 2	3,913 4 6	229 4 5	133 13 2
1,165 5 10	52 16 8	18 1 6	577 14 7	- - -	- - -	109 10 2	3,119 0 4	325 3 0	56 4 2
1,942 18 0	165 6 4	128 0 0	60 13 0	- - -	- - -	48 9 4	4,219 16 0	181 9 9	201 4 5
1,640 7 2	156 7 7	126 0 0	75 0 0	75 0 0	- - -	91 18 5	4,706 14 11	473 16 8	213 11 3
53,380 2 8	4,654 11 10	2,671 14 4	2,911 15 2	139 2 0	1,037 17 7	2,948 19 7	127,589 2 9	8,666 12 9	6,204 11 8

COUNTY OF MIDDLESEX.

NAMES OF DIVISIONS, &c.	Returns.	BALANCES, 25th March 1873. In Hand.	Overspent.	RECEIPTS. Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	Total Receipts.	Manu Labou
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
Brentford	7	1,244 17 0	9 19 7	5,902 7 2	33 16 6	- -	- -	152 7 0	6,088 10 8	1,119 5
Finsbury	2	62 12 1	- - -	2,586 8 8	- -	- -	- -	177 0 5	2,763 9 1	543 3
South Mims	2	18 9 8	38 0 9	646 15 5	- -	- -	118 0 0	6 8 4	771 3 9	179 6
Spelthorne	10	160 17 3	51 13 4	2,089 11 7	48 5 3	- -	- -	138 6 2	2,276 3 0	606 2
Uxbridge	11	400 6 0	66 12 3	2,512 4 9	- -	- -	- -	168 1 4	2,680 6 1	774 10
Regent's Park	1	966 8 6	- - -	4,258 15 4	- -	- -	- -	60 10 4	4,319 5 8	- -
	33	2,853 10 6	166 5 11	17,996 2 11	82 1 9	- -	118 0 0	702 13 7	18,898 18 3	3,222 0

COUNTY OF NORFOLK.

Blofield and Walsham	31	284 1 11	81 3 6	766 1 6	- -	- -	- -	5 15 0	771 16 6	251 14
Brothercross	9	132 4 4	- - -	62 13 6	5 0 0	0 5 0	- -	2 5 0	70 3 6	69 17
Clackclose	31	589 7 0	55 10 10	3,515 8 2	230 0 9	- -	- -	149 10 2	3,894 19 1	937 16
Depwade	21	210 9 3	3 10 8	636 19 2	- -	- -	- -	49 4 1	686 3 3	222 4
Diss	15	132 14 7	33 7 0	553 18 8	- -	- -	- -	18 16 9	572 15 5	155 18
Earsham	15	179 0 1	78 14 9	782 11 1	- -	- -	- -	27 10 0	810 1 1	257 0
Erpingham, North	34	107 14 4	93 1 1	702 13 6	7 15 3	7 15 3	- -	27 12 10	745 16 10	264 8
Erpingham, South	36	161 7 7	43 16 8	996 1 4	8 16 0	- -	- -	37 10 10	1,042 8 2	320 13
Eynsford	31	132 3 2	38 0 10	691 14 1	- -	- -	- -	16 17 3	708 11 4	229 3
Flegg	22	162 17 9	64 14 11	878 14 5	- -	- -	- -	2 2 0	880 16 5	156 2
Forehoe	24	252 2 8	96 9 11	802 12 0	7 8 4	- -	- -	19 10 11	829 11 3	352 13
Freebridge Lynn	34	458 8 4	174 14 11	1,334 16 10	18 12 0	- -	- -	3 12 0	1,357 0 10	586 9
Freebridge Marshland	16	288 6 10	184 2 11	4,309 12 10	- -	- -	- -	26 14 10	4,336 7 8	1,020 12
Gallow	33	131 15 2	30 11 1	702 5 2	1 10 0	14 15 10	- -	11 2 6	729 13 6	285 13
Greenhoe, North	18	39 0 8	44 2 7	288 3 1	- -	- -	- -	17 13 0	305 16 1	112 1
Greenhoe, South	23	197 5 0	19 3 8	782 15 3	18 11 5	8 0 5	63 0 3	23 11 0	895 18 4	333 9
Grimshoe	18	220 16 11	70 15 2	856 11 10	163 16 0	- -	- -	1 2 0	1,021 9 10	475 12
Guiltcross & Shropham	33	1,088 18 0	9 16 2	662 4 7	33 0 6	26 5 6	- -	73 19 1	795 9 8	273 8
Holt	26	129 4 7	11 16 1	418 3 10	- -	- -	- -	10 0 7	428 4 5	230 11
Launditch	35	270 0 4	45 13 11	767 8 7	- -	- -	- -	28 11 1	795 19 8	350 19
Loddon and Clavering	41	365 12 8	34 19 4	1,180 6 11	- -	- -	- -	55 2 4	1,235 9 3	328 7
Mitford	18	248 17 3	0 19 2	831 18 2	- -	- -	- -	82 14 11	914 13 1	402 13
Smithdon	20	112 6 11	118 3 7	1,188 8 0	4 0 0	5 0 0	- -	28 1 10	1,225 9 10	401 2
Swainsthorpe	37	212 0 8	211 2 5	832 0 9	5 10 0	- -	78 13 2	23 10 0	939 13 11	285 14
Taverham	18	101 7 8	57 15 7	669 10 3	10 10 0	- -	- -	1 1 0	681 1 3	203 5
Tunstead and Happing	42	293 13 10	113 0 8	1,481 2 11	20 13 6	- -	- -	5 14 11	1,507 11 4	312 4
Wayland	16	164 14 10	4 14 11	290 10 7	- -	- -	- -	54 7 10	344 18 5	151 11
	697	6,666 12 4	1,720 2 4	26,985 7 0	535 3 9	62 2 0	141 13 5	803 13 9	28,527 19 11	8,971 13

COUNTY OF MIDDLESEX.

EXPENDITURE.									BALANCES, 25th March 1874.	
Team Labour.	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	Total Expenditure.	In Hand.	Overspent.
s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
6 8	2,789 17 3	447 8 1	392 6 3	33 16 6	- -	- -	1,368 2 4	6,649 2 2	674 5 11	—
2 3	1,652 12 11	174 12 7	124 0 7	- -	- -	- -	165 14 11	2,725 5 9	100 15 5	—
17 6	258 1 11	80 15 0	- - -	- -	- -	- -	69 16 3	727 11 2	24 1 6	—
11 3	548 17 5	411 1 0	60 0 0	48 5 3	- -	- -	76 11 10	2,242 8 10	237 16 1	94 18 0
10 3	748 17 7	469 17 9	95 0 0	- -	- -	- -	199 7 2	2,825 2 10	306 1 7	117 4 7
0 0	884 11 5	88 0 9	636 19 4	- -	- -	- -	2,539 6 1	4,658 17 7	626 16 7	—
7 11	6,882 18 6	1,671 15 2	1,308 6 2	82 1 9	- -	- -	4,418 18 7	19,828 8 4	1,969 17 1	212 2 7

COUNTY OF NORFOLK.

7 10	258 11 4	22 7 8	60 5 0	- -	- -	- -	28 15 1	848 1 6	219 8 8	92 15 3
3 6	71 0 6	9 6 10	5 2 0	5 0 0	0 5 0	- -	3 4 3	183 19 3	53 0 9	34 12 2
12 8	1,352 9 1	204 3 8	97 12 11	230 0 9	- -	- -	550 15 1	4,028 10 11	581 6 8	181 2 4
0 8	211 13 5	102 14 1	24 12 6	- -	- -	- -	25 3 6	728 8 4	191 5 0	26 11 6
11 6	320 1 3	25 8 9	25 10 0	- -	- -	- -	19 8 6	598 18 7	134 4 10	61 0 5
2 3	467 10 3	44 5 7	25 10 0	- -	- -	- -	68 10 9	901 19 3	62 4 7	53 17 5
18 1	170 4 5	51 11 7	- - -	7 15 3	7 15 3	- -	43 14 6	718 7 8	112 17 8	70 15 3
4 2	225 18 9	28 10 0	69 7 6	8 16 0	- -	- -	24 2 0	902 11 9	283 13 3	26 5 11
6 9	334 5 4	35 14 3	12 10 0	- -	- -	- -	26 2 4	697 4 6	172 6 1	66 16 11
13 6	317 3 6	23 3 0	13 2 0	- -	- -	- -	37 14 8	782 19 3	227 14 3	31 14 3
18 8	189 9 6	65 19 3	50 13 5	7 8 4	- -	- -	15 12 5	866 15 0	166 5 1	47 16 1
11 8	460 14 3	58 1 10	24 12 6	18 12 0	- -	- -	66 18 1	1,657 0 3	258 15 10	275 1 10
1 3	1,916 0 7	78 2 9	65 5 0	- -	- -	- -	177 15 5	4,197 17 11	317 5 7	74 11 11
0 9	192 4 0	23 5 2	35 3 6	1 10 0	14 15 10	- -	43 9 6	653 2 0	194 0 8	16 5 1
6 6	69 4 0	11 6 8	6 10 0	- -	- -	- -	9 12 10	228 1 8	104 2 7	31 10 1
2 5	158 3 2	36 3 7	18 3 6	18 11 5	8 0 5	- -	14 5 2	773 19 1	313 1 6	13 0 11
17 8	208 18 7	42 17 10	23 10 0	163 16 0	- -	- -	15 15 0	1,127 7 7	157 18 6	113 14 6
8 1	412 19 2	71 12 3	19 1 0	33 0 6	26 5 6	- -	25 13 2	987 8 7	936 5 6	49 2 7
1 9	71 8 6	65 16 0	4 10 0	- -	- -	- -	24 17 3	451 4 7	131 17 1	37 8 9
5 4	245 3 5	92 0 1	63 0 0	- -	- -	- -	20 17 6	831 5 4	205 13 10	16 13 1
4 0	507 5 9	100 8 11	124 7 0	- -	- -	- -	39 2 2	1,287 15 7	308 12 5	30 5 5
1 0	231 3 6	96 3 4	31 2 0	- -	- -	- -	70 6 9	1,027 10 2	139 6 7	4 5 7
9 2	192 17 6	36 18 1	49 7 0	4 0 0	5 0 0	- -	34 12 9	1,077 7 1	235 10 8	93 4 7
9 8	341 19 6	37 7 7	29 0 0	5 10 0	- -	35 0 0	34 18 11	989 0 0	158 14 5	207 2 3
16 2	177 19 7	35 0 2	18 5 0	10 10 0	- -	- -	23 13 8	642 10 2	126 14 3	44 11 1
4 4	620 0 6	91 4 1	89 3 3	20 13 6	- -	- -	41 16 5	1,530 6 6	248 8 3	90 10 3
7 9	122 14 3	21 8 8	11 13 0	- -	- -	- -	20 15 11	370 10 9	136 0 5	1 12 10
7 1	9,847 3 7	1,511 1 8	996 18 1	535 3 9	62 2 0	35 0 0	1,507 13 7	29,090 3 3	6,176 14 11	1,792 8 3

COUNTY OF NORTHAMPTON.

NAMES OF DIVISIONS, &c.	Returns.	BALANCES, 25th March 1873. In Hand.	Overspent.	RECEIPTS. Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	Total Receipts.	Manua Labour
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
Oundle	1	- - -	87 15 11	238 17 3	- - -	- - -	- - -	- - -	238 17 3	77 0
Peterborough	34	262 14 9	259 14 1	4,033 11 8	6 9 6	- - -	- - -	246 8 7	4,286 9 9	1,451 3
	35	262 14 9	347 10 0	4,272 8 11	6 9 6	- - -	- - -	246 8 7	4,525 7 0	1,528 4

COUNTY OF NORTHUMBERLAND.

Bedlingtonshire	4	14 18 2	- - -	90 1 3	- - -	- - -	- - -	- - -	90 1 3	36 1
Castle Ward, East	10	125 3 5	72 3 7	822 6 6	128 2 0	- - -	- - -	40 0 0	990 8 6	291 12
Castle Ward, West	57	465 8 2	35 13 5	2,506 3 0	194 17 3	7 14 6	- - -	10 2 0	2,718 16 9	972 4
Morpeth Ward, East	16	98 13 4	33 3 7	771 19 0	5 2 0	8 0 0	- - -	60 15 4	845 16 4	382 5
Morpeth Ward, West	56	112 13 10	5 15 10	677 18 1	26 17 1	8 10 6	- - -	- - -	713 5 8	463 1
Tindale Ward, East	47	794 16 8	261 19 3	1,841 2 10	17 15 6	6 7 0	- - -	0 16 2	1,866 1 6	1,231 8
Tindale Ward, N.-East	21	102 18 5	5 9 4	738 6 0	2 18 0	5 12 0	- - -	- - -	746 16 0	370 11
Tindale Ward, N.-West	24	249 18 7	7 0 3	408 4 8	2 17 0	- - -	- - -	- - -	411 1 8	285 9
Tindale Ward, South	25	187 1 9	8 13 0	1,023 10 10	13 14 8	- - -	- - -	19 4 6	1,056 10 0	500 15
	260	2,151 12 4	429 18 3	8,879 12 2	392 3 6	36 4 0	- - -	130 18 0	9,438 17 8	4,533 8

COUNTY OF RUTLAND.

Rutland	57	669 17 4	84 3 7	5,574 5 8	44 3 9	- - -	139 15 3	102 0 7	5,860 5 3	1,972 19

COUNTY OF SALOP.

Albrighton	5	24 8 8	- - -	16 16 8	- - -	- - -	- - -	- - -	16 16 8	13 12
Chirbury	3	9 16 3	1 4 4	25 13 8	- - -	- - -	- - -	- - -	25 13 8	10 16
Condover	5	10 4 4	- - -	58 2 5	- - -	- - -	- - -	- - -	58 2 5	19 8
Ellesmere	25	157 11 4	5 10 9	321 14 11	- - -	- - -	8 18 10	- - -	330 13 9	177 19
Shiffnal	1	- - -	26 7 2	519 1 0	- - -	- - -	- - -	7 4 0	526 5 0	220 4
Whitchurch	11	57 11 1	1 12 3	195 18 0	- - -	- - -	- - -	0 4 0	196 2 0	83 15
Borough of Wenlock*	22	167 1 9	115 7 11	1,449 10 8	6 16 8	- - -	5 11 6	0 12 0	1,462 10 10	677 13
	72	426 13 5	150 2 5	2,586 17 4	6 16 8	- - -	14 10 4	8 0 0	2,616 4 4	1,203 11

* For the year ending March 1873.

COUNTY OF STAFFORD.

Burton-on-Trent	17	158 15 9	5 1 7	662 5 2	27 2 4	- - -	14 7 0	24 4 5	727 18 11	254 4
Cheadle	24	204 7 7	28 2 9	932 11 7	- - -	- - -	29 3 6	20 2 6	981 17 7	414 15
Elford	19	65 13 4	13 11 2	463 19 8	- - -	- - -	- - -	1 16 2	465 15 10	191 10
Kingswinford & Wordsley	16	312 0 4	326 7 0	2,432 13 10	38 0 0	- - -	92 15 3	6 9 9	2,569 18 10	963 12
Leek	57	431 14 7	32 0 6	2,398 18 4	- - -	- - -	4 18 4	30 14 9	2,434 11 5	1,167 17
Penkridge	56	863 5 4	15 10 5	2,246 10 1	- - -	- - -	- - -	37 11 0	2,284 1 1	1,215 14
Pirehill, North	40	524 1 10	84 13 8	2,651 3 0	2 6 7	0 3 0	- - -	139 3 4	2,792 15 11	1,222 0
Rugeley	11	103 13 5	12 15 9	468 11 1	- - -	- - -	1 4 0	20 0 0	489 15 1	255 13
Shenstone	16	178 0 10	50 7 9	841 6 9	1 12 6	- - -	- - -	14 11 2	857 10 5	357 9

COUNTY OF NORTHAMPTON.

EXPENDITURE.									BALANCES, 25th March 1874.	
eam bour.	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	Total Expenditure.	In Hand.	Overspent.
s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
5 7	43 4 3	4 3 9	9 10 0	- - -	- - -	- - -	0 15 0	157 19 2	- - -	6 17 10
19 9	1,770 15 10	205 6 9	36 0 0	6 9 6	- -	21 15 0	204 12 8	4,123 3 5	424 1 1	257 14 1
5 4	1,814 0 1	209 10 6	45 10 0	6 9 6	- -	21 15 0	205 7 8	4,281 2 7	424 1 1	264 11 11

COUNTY OF NORTHUMBERLAND.

13 0	16 6 0	3 7 6	- - -	- - -	- - -	- - -	0 8 0	98 15 8	9 14 0	3 10 3
10 5	248 19 4	103 15 7	53 8 6	128 2 0	- -	- -	12 14 4	1,009 3 1	118 0 5	83 15 2
15 2	639 9 2	143 11 2	87 10 0	194 17 3	7 14 6	26 9 7	124 11 5	2,717 2 4	514 2 0	82 12 10
18 10	325 19 4	24 1 0	2 0 0	5 2 0	8 0 0	- - -	12 9 7	903 16 1	78 9 3	70 19 3
1 8	109 16 2	9 8 0	1 0 0	26 17 1	8 10 6	- - -	14 16 3	803 11 1	68 18 8	52 6 1
13 1	240 15 9	40 6 10	51 15 10	17 15 6	6 7 0	97 18 7	41 19 9	2,241 0 11	358 0 8	200 2 8
8 8	122 16 5	3 10 3	33 19 6	2 18 0	5 12 0	- - -	41 12 3	746 8 2	100 12 2	2 15 3
4 4	46 0 5	4 2 0	8 19 0	2 17 0	- -	41 8 9	10 15 6	527 16 0	136 12 6	10 8 6
5 3	188 11 9	12 0 1	47 10 4	13 14 8	- -	14 8 7	11 2 8	1,055 8 4	193 10 7	14 0 2
10 5	1,938 14 4	344 2 5	286 3 2	392 3 6	36 4 0	180 5 6	270 9 9	10,103 1 8	1,578 0 3	520 10 2

COUNTY OF RUTLAND.

8 11	2,737 6 8	263 0 4	120 16 6	44 3 9	- -	- -	70 17 9	5,975 13 9	584 17 9	114 11 11

COUNTY OF SALOP.

6 6	6 18 3	0 7 4	- - -	- -	- -	- -	2 10 6	25 15 6	15 13 7	0 3 9
18 0	10 4 6	- - -	- - -	- -	- -	- -	1 18 0	32 17 4	1 8 3	- - -
16 0	22 4 6	1 15 4	- - -	- -	- -	- -	6 9 6	53 13 6	14 13 3	- - -
4 0	45 9 8	9 1 6	- - -	- -	- -	- -	25 8 6	321 3 4	163 19 8	2 8 8
9 5	70 5 2	46 13 6	68 5 4	- -	- -	- -	3 12 0	497 10 1	2 7 9	- - -
0 9	76 12 6	4 10 1	- - -	- -	- -	- -	15 6 3	199 5 4	55 14 8	2 19 2
19 3	72 3 2	78 9 8	67 11 8	6 16 8	- -	12 17 0	77 9 10	1,285 0 8	243 12 1	14 8 7
13 11	303 17 9	140 17 5	135 17 0	6 16 8	- -	12 17 0	132 14 7	2,415 5 9	497 9 3	19 19 8

COUNTY OF STAFFORD.

16 4	150 4 6	95 18 7	10 0 0	27 2 4	- -	- -	88 8 0	723 13 11	196 13 1	38 13 11
8 4	206 5 3	103 4 11	- - -	- -	- -	19 18 7	52 7 3	1,062 19 7	137 1 5	41 18 7
6 11	49 16 3	50 0 5	13 0 0	- -	- -	- -	15 12 11	372 7 4	145 16 3	0 5 7
10 5	261 14 7	242 3 0	270 5 0	38 0 0	- -	- -	92 4 9	2,407 10 0	442 11 9	294 9 7
5 3	661 11 7	55 18 4	71 12 0	- -	- -	84 9 6	86 19 1	2,765 13 8	252 7 6	183 15 8
5 9	651 7 1	192 16 7	20 0 0	- -	- -	- -	108 3 0	2,457 6 6	714 10 5	40 0 11
5 10	441 11 8	232 18 2	179 13 4	2 6 7	0 3 0	- -	86 16 5	2,799 15 6	483 0 11	50 12 4
17 6	38 19 3	31 15 11	28 0 0	- -	- -	- -	27 18 7	467 5 1	132 10 1	19 2 5
19 0	114 3 10	79 6 5	36 17 0	1 12 6	- -	- -	27 0 4	712 8 5	282 0 4	9 5 3

COUNTY OF STAFFORD—*continued.*

NAMES OF DIVISIONS, &c.	Returns.	BALANCES, 25th March 1873. In Hand.	BALANCES, 25th March 1873. Overspent.	RECEIPTS. Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	Total Receipts.	Manu Labor
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
Stafford and Eccleshall:—										
Eccleshall District	42	402 14 8	15 11 11	665 7 6	24 16 0	3 17 7	- - -	1 14 0	695 15 1	424 14
Stafford District	48	204 8 6	83 2 0	751 8 4	- - -	- - -	- - -	3 7 0	754 15 4	344 18
Stone	18	136 15 5	28 18 9	572 3 7	25 16 9	- - -	- - -	3 14 1	601 14 5	256 11
Uttoxeter	41	217 19 11	33 9 9	750 1 10	43 5 10	14 2 6	83 15 8	19 7 9	910 13 7	443 6
West Bromwich, Wednesbury, and Walsall	7	328 1 1	67 5 9	3,819 10 3	- - -	- - -	- - -	327 1 1	4,146 11 4	1,404 12
Wolverhampton	14	125 1 1	25 14 0	1,218 13 10	24 14 3	- - -	- - -	11 3 8	1,254 11 9	507 6
	426	4,256 13 8	822 12 9	20,875 4 10	187 14 3	18 3 1	226 3 9	661 0 8	21,968 6 7	9,424 7

COUNTY OF SUFFOLK.

Beccles	12	69 2 4	4 0 2	185 8 8	3 0 7	- - -	- - -	- - -	188 9 3	53 19
Blything	47	469 8 10	35 16 3	2,346 11 10	18 8 9	- - -	- - -	49 12 5	2,414 13 0	623 13
Bosmere and Claydon	35	322 13 1	50 6 7	1,162 6 9	- - -	- - -	49 18 8	22 5 0	1,234 10 5	378 19
Bungay	15	100 12 10	24 14 8	510 3 6	8 8 8	- - -	- - -	33 15 11	552 8 1	188 8
Framlingham	33	466 4 10	10 9 8	2,921 14 1	14 16 0	- - -	- - -	50 5 0	2,986 15 1	576 1
Hoxne	18	366 10 10	1 8 8	1,705 5 9	- - -	- - -	- - -	6 9 11	1,711 15 8	365 14
Mutford & Lothingland	21	389 0 4	15 11 5	727 8 0	- - -	- - -	- - -	20 16 0	748 4 0	230 8
Newmarket	1	11 15 4	- - -	300 14 3	- - -	- - -	- - -	8 0 0	308 14 3	58 6
Samford	28	307 4 9	108 16 4	1,140 3 1	23 4 0	- - -	- - -	58 0 0	1,221 7 1	315 10
Stow	13	160 11 9	8 3 2	649 9 4	21 10 0	4 6 0	7 9 9	53 11 0	736 6 1	169 0
Woodbridge	64	682 4 2	177 3 3	3,111 12 2	- - -	- - -	- - -	8 2 0	3,119 14 2	784 12
	287	3,345 9 1	436 10 2	14,760 17 5	89 8 0	4 6 0	57 8 5	310 17 3	15,222 17 1	3,744 15

COUNTY OF SURREY.

Chertsey*	9	568 18 2	59 16 7	2,325 18 2	- - -	- - -	- - -	228 9 8	2,554 7 10	798 7
Farnham	1	- - -	46 4 9	979 0 0	- - -	- - -	- - -	2 7 8	981 7 8	198 6
Parish of Kew	1	- - -	- - -	- - -	- - -	- - -	- - -	372 13 9	372 13 9	69 10
	11	568 18 2	106 1 4	3,304 18 2	- - -	- - -	- - -	603 11 1	3,908 9 3	1,066 4

* The Return for the year ending March 1874 cannot be obtained; the Return for the previous year is again inserted.

COUNTY OF SUSSEX.

Arundel, Lower	24	843 5 6	49 7 5	2,224 8 7	26 8 9	- - -	7 13 9	128 4 1	2,386 15 2	758 5
Arundel, Upper	28	324 19 8	110 11 4	914 4 11	10 9 11	8 2 1	- - -	31 19 7	964 16 6	363 12
Bramber, Lower	14	563 12 6	24 15 10	4,114 9 11	173 1 11	- - -	- - -	29 16 6	4,317 8 4	1,280 12
Brighton	9	262 5 2	24 4 7	1,022 14 5	31 3 0	- - -	- - -	- - -	1,053 17 5	207 1
Burwash	5	211 6 2	4 14 4	1,749 17 11	73 13 3	- - -	2 17 8	4 10 11	1,830 19 9	587 17
Chichester, Lower	25	324 0 8	112 3 11	2,282 15 7	82 14 6	- - -	- - -	78 19 0	2,444 9 1	965 2
Chichester, Upper	42	905 9 9	50 13 1	1,330 14 11	58 3 2	- - -	1 10 0	95 5 8	1,485 13 9	565 7
Cuckfield	13	541 17 4	26 9 1	4,189 4 8	- - -	100 17 0	- - -	8 17 6	4,298 19 2	1,508 8
Grinstead, East	5	236 6 6	78 14 1	2,734 3 2	- - -	- - -	- - -	30 0 0	2,764 3 2	704 7
Hailsham	19	617 10 11	30 0 8	1,794 1 8	558 12 11	- - -	- - -	0 12 0	2,353 6 7	737 16
Lewes	40	513 14 0	167 17 1	3,279 18 9	148 18 0	- - -	- - -	16 4 1	3,445 0 10	895 11
Pevensey Liberty	3	148 3 8	- - -	363 17 6	67 0 11	- - -	- - -	- - -	430 18 5	139 8
Steyning	22	129 15 6	100 17 6	1,460 11 10	50 17 10	- - -	- - -	22 9 2	1,533 18 10	392 7
Uckfield	8	512 14 10	- - -	1,834 6 2	293 18 4	- - -	- - -	8 4 4	2,136 8 10	583 16
Worthing	6	89 14 11	51 17 8	449 8 8	- - -	- - -	- - -	1 11 0	450 19 8	154 10
	263	6,224 17 1	832 6 7	29,744 18 8	1,575 2 6	108 19 1	12 1 5	456 13 10	31,897 15 6	9,844 5

COUNTY OF STAFFORD—*continued.*

EXPENDITURE.								BALANCES, 25th March 1874.	
Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	Total Expenditure.	In Hand.	Overspent.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
170 2 5	43 16 4	4 13 0	24 16 0	3 17 7	- -	22 9 7	778 6 10	330 2 3	25 11 3
191 17 6	83 10 9	10 0 0	- -	- -	- -	45 9 2	759 7 5	167 2 0	50 7 7
77 8 9	131 17 9	39 19 7	25 16 9	- -	- -	25 5 2	622 1 0	99 11 10	12 1 9
179 13 0	35 6 0	23 4 6	43 5 10	14 2 6	1 0 0	63 7 1	1,001 13 9	141 9 2	47 19 2
817 11 3	398 10 1	353 12 5	- -	- -	- -	310 3 6	4,320 16 0	183 2 11	96 12 3
260 1 1	110 17 5	65 10 8	24 14 3	- -	- -	10 8 8	1,150 9 2	208 2 6	4 12 10
4,272 8 0	1,888 0 8	1,126 7 6	187 14 3	18 3 1	105 8 1	1,062 13 6	22,401 14 2	3,916 2 5	915 9 1

COUNTY OF SUFFOLK.

95 2 11	8 2 8	21 12 0	3 0 7	- -	- -	5 17 7	194 16 4	62 17 7	4 2 6
1,218 4 2	310 10 3	195 17 0	18 8 9	- -	- -	61 2 11	2,594 9 6	374 9 7	120 13 6
634 11 0	64 2 8	100 1 0	- -	- -	- -	29 17 0	1,355 11 1	197 9 3	46 3 5
238 10 10	49 19 11	40 19 0	8 8 8	- -	- -	8 9 0	566 13 0	83 15 2	22 1 11
2,057 14 7	239 8 11	146 5 3	14 16 0	- -	- -	45 8 5	3,139 15 4	337 16 11	35 2 0
1,070 11 10	66 4 1	107 3 0	- -	- -	- -	20 11 9	1,700 18 7	380 11 6	4 12 3
293 16 7	22 6 4	66 10 0	- -	- -	- -	16 7 2	819 0 11	369 16 9	67 4 9
123 8 11	20 6 9	10 0 0	- -	- -	- -	24 2 9	293 9 9	26 19 10	—
325 3 10	93 0 9	182 4 7	23 4 0	- -	- -	18 2 1	1,149 8 3	291 10 5	21 3 2
416 16 7	59 11 7	31 5 0	21 10 0	4 6 0	- -	9 17 7	773 6 8	127 0 7	11 12 7
1,341 7 1	201 4 4	226 8 0	- -	- -	- -	87 5 5	3,219 6 4	525 10 0	120 1 3
7,815 8 4	1,134 18 3	1,128 4 10	89 8 0	4 6 0	- -	327 1 8	15,806 15 9	2,777 17 7	452 17 4

COUNTY OF SURREY.

542 12 0	301 11 9	71 8 8	- -	- -	- -	93 19 8	2,780 19 10	291 10 1	9 0 6
420 19 2	107 8 1	109 10 0	- -	- -	- -	- - -	878 15 10	56 7 1	—
83 19 2	69 17 10	- - -	- -	- -	- -	149 6 3	372 13 9	—	—
1,047 10 4	478 17 8	180 18 8	- -	- -	- -	243 5 11	4,032 9 5	347 17 2	9 0 6

COUNTY OF SUSSEX.

635 1 1	122 2 9	183 16 6	26 8 9	- -	- -	212 12 4	2,508 11 1	708 1 11	35 19 9
206 9 8	115 11 5	28 11 0	10 9 11	8 2 1	- -	20 4 2	998 0 4	285 13 1	104 8 7
1,611 15 9	363 15 8	254 3 9	173 1 11	- -	23 1 8	98 19 4	4,263 0 6	593 4 6	—
197 10 11	85 2 2	23 7 0	31 3 0	- -	67 10 3	507 16 1	1,228 16 5	115 6 6	52 4 11
531 15 11	80 4 9	72 1 11	73 13 3	- -	- -	17 9 9	1,670 0 8	390 9 8	22 18 9
337 2 2	95 3 5	204 15 0	82 14 6	- -	- -	63 15 11	2,380 14 0	304 9 6	28 17 8
329 12 6	154 14 4	77 6 0	58 3 2	- -	- -	84 8 8	1,636 17 4	771 6 1	67 13 0
921 2 5	168 2 9	142 1 6	- -	100 17 0	332 3 8	161 2 2	4,327 1 8	559 19 0	72 13 3
800 13 0	121 1 3	160 0 0	- -	- -	113 0 5	42 7 10	2,879 8 4	135 11 9	93 4 6
417 17 7	118 14 5	46 0 0	558 12 11	- -	9 15 0	70 2 4	2,571 12 5	380 18 10	11 14 5
847 17 9	170 1 0	99 2 6	148 18 0	- -	52 8 0	157 12 2	2,999 17 0	843 19 6	52 18 9
14 14 4	20 19 7	30 10 0	67 0 11	- -	- -	11 1 0	550 13 6	28 8 7	—
430 1 9	232 5 3	139 7 7	50 17 10	- -	- -	84 17 3	1,546 14 1	151 10 7	135 7 10
875 15 11	64 7 7	110 0 0	293 18 4	- -	- -	11 8 8	2,234 15 3	414 8 5	—
153 2 9	21 19 0	31 10 0	- -	- -	- -	9 14 4	453 15 7	52 6 3	17 4 11
8,310 13 6	1,934 5 4	1,602 12 9	1,575 2 6	108 19 1	597 19 0	1,553 12 0	32,249 18 2	5,735 14 2	695 6 4

COUNTY OF WARWICK.

NAMES OF DIVISIONS, &c.	Returns.	BALANCES, 25th March 1873. In Hand.	Overspent.	RECEIPTS. Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	Total Receipts.	Manual Labour
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
Atherstone	34	329 19 1	81 16 4	1,641 11 2	73 2 6	- -	89 7 6	65 7 6	1,869 8 8	492 18
Birmingham	6	530 0 2	- - -	708 6 7	- -	- -	- -	16 3 3	724 9 10	623 8
Coleshill	22	161 18 3	35 14 2	1,046 3 4	- -	- -	16 9 11	1 14 0	1,064 7 3	609 16
Kenilworth	11	238 0 7	14 10 1	1,318 11 0	9 0 0	- -	- -	260 4 5	1,587 15 5	701 9
Kirby	43	409 19 11	68 0 3	2,621 4 0	8 12 7	- -	- -	20 8 6	2,650 5 1	891 12
Rugby	22	290 10 8	35 4 11	1,399 9 5	0 5 0	- -	- -	6 10 10	1,406 5 3	456 18
Solihull	19	216 17 10	33 9 10	1,082 6 6	- -	- -	16 6 9	8 9 1	1,107 2 4	405 17
Southam	29	266 11 2	125 19 10	2,983 18 3	- -	- -	- -	159 12 6	3,143 10 9	1,002 14
Warwick	22	276 15 8	24 19 5	916 10 2	42 7 0	- -	62 8 11	24 11 11	1,045 18 0	643 11
Town of Sutton Coldfield	1	- - -	17 1 10	983 13 7	- -	- -	5 0 0	1 10 11	990 4 6	542 2
	209	2,720 13 4	436 16 8	14,701 14 0	133 7 1	- -	189 13 1	564 12 11	15,589 7 1	6,370 11

COUNTY OF WESTMORLAND.

Ambleside	5	76 4 9	5 4 0	364 19 6	- -	- -	- -	- -	364 19 6	321 11
East Ward	52	258 19 1	11 5 9	1,035 17 10	- -	10 0 0	- -	83 17 4	1,129 15 2	591 9
Kendal Ward	48	374 0 1	13 19 2	1,553 6 11	- -	- -	- -	107 18 0	1,661 4 11	1,217 6
Lonsdale Ward	12	63 3 3	11 16 3	270 13 5	7 1 9	- -	- -	45 14 2	323 9 4	249 2
West Ward	44	270 2 8	17 0 7	1,018 11 7	8 0 0	- -	- -	41 13 8	1,068 5 3	550 13
	161	1,042 9 10	59 5 9	4,243 9 3	15 1 9	10 0 0	- -	279 3 2	4,547 14 2	2,930 3

COUNTY OF WILTS.

Bradford	4	79 12 8	45 1 6	1,306 15 3	- -	- -	- -	104 1 3	1,410 16 6	107 11
Marlborough & Ramsbury	2	- - -	51 18 8	84 8 0	- -	- -	- -	2 0 0	86 8 0	35 8
	6	79 12 8	97 0 2	1,391 3 3	- -	- -	- -	106 1 3	1,497 4 6	142 19

COUNTY OF WORCESTER.

Blockley	2	33 12 5	1 12 5	72 0 5	- -	- -	- -	- -	72 0 5	21 2
Bromsgrove	3	43 2 8	1 4 1	309 4 8	- -	- -	7 8 10	- -	316 13 6	150 12
Droitwich	7	96 8 7	- - -	319 19 7	- -	- -	88 3 7	- -	408 3 2	202 0
Halesowen	14	81 14 1	171 0 9	807 17 10	71 3 7	- -	- -	- -	879 1 5	237 15
Northfield	4	336 13 7	2 1 2	2,422 11 2	- -	- -	15 16 0	47 14 1	2,486 1 3	1,026 14
Pershore	22	174 14 6	94 1 3	1,174 16 9	- -	- -	- -	30 13 3	1,205 10 0	448 14
Stourbridge	9	97 4 4	25 5 5	1,034 1 4	6 17 10	- -	- -	- -	1,040 19 2	374 5
Stourport	1	18 7 10	- - -	324 13 3	- -	- -	72 16 5	- -	397 9 8	165 15
Upton	5	29 4 11	2 6 11	266 6 10	- -	- -	- -	11 10 8	277 17 6	114 10
Worcester	6	111 0 10	70 3 4	1,255 17 9	7 11 5	- -	38 0 7	14 12 11	1,316 2 8	453 10
	73	1,022 3 9	367 15 4	7,987 9 7	85 12 10	- -	222 5 5	104 10 11	8,399 18 9	3,195 2

COUNTY OF WARWICK.

EXPENDITURE.								BALANCES, 25th March 1874.	
Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	Total Expenditure.	In Hand.	Overspent.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
574 9 7	161 12 5	91 0 0	73 2 6	- -	37 15 0	35 18 9	1,702 18 6	521 17 2	107 4 3
184 4 2	32 9 9	43 5 4	- -	- -	- -	21 4 6	1,044 9 8	214 18 10	4 18 6
160 9 8	84 0 4	63 3 0	- -	- -	- -	34 18 8	1,061 18 0	158 4 7	29 11 3
409 0 7	212 10 6	69 0 0	9 0 0	- -	- -	75 17 7	1,658 11 3	161 17 1	9 2 5
1,012 3 5	153 12 1	123 8 6	8 12 7	- -	12 7 0	104 17 5	2,722 5 10	325 1 10	55 2 11
596 0 0	103 0 5	17 14 6	0 5 0	- -	- -	95 9 8	1,425 6 8	264 8 11	28 4 7
281 16 9	74 18 11	77 16 0	- -	- -	- -	102 2 8	1,017 14 0	304 13 8	31 17 4
1,406 11 3	141 1 7	48 14 0	- -	- -	131 11 1	50 7 3	3,088 0 2	280 8 8	84 6 9
234 9 3	47 9 7	34 0 0	42 7 0	- -	- -	20 8 0	1,206 7 9	164 8 8	73 2 2
95 9 11	59 18 6	15 0 0	- -	- -	- -	9 5 1	878 12 3	94 10 5	—
4,954 14 7	1,070 14 1	583 1 4	133 7 1	- -	181 13 1	550 9 7	15,806 4 1	2,490 9 10	423 10 2

COUNTY OF WESTMORLAND.

2 12 2	2 3 0	10 10 0	- -	- -	- -	3 17 3	393 16 9	44 8 7	2 5 1
134 5 7	83 13 9	38 2 0	- -	10 0 0	- -	21 5 4	1,087 2 10	299 19 4	9 13 8
95 12 7	19 8 5	70 3 0	- -	- -	- -	25 0 11	1,568 14 5	483 8 2	30 16 9
6 7 7	6 0 11	30 0 0	7 1 9	- -	- -	7 3 8	327 8 5	51 6 11	3 19 0
161 18 5	32 1 3	11 16 0	8 0 0	- -	- -	98 4 10	1,049 4 11	282 0 5	9 18 0
400 16 4	143 7 4	160 11 0	15 1 9	10 0 0	- -	155 12 0	4,426 7 4	1,161 3 5	56 12 6

COUNTY OF WILTS.

118 2 11	28 18 5	16 0 0	- -	- -	- -	906 18 5	1,229 15 9	215 11 11	—
15 9 6	5 2 11	- - -	- -	- -	- -	7 0 6	82 2 1	- - -	47 12 9
133 12 5	34 1 4	16 0 0	- -	- -	- -	913 18 11	1,311 17 10	215 11 11	47 12 9

COUNTY OF WORCESTER.

9 6 2	1 15 5	- - -	- -	- -	- -	4 5 0	58 9 1	45 11 4	—
87 17 2	14 5 2	30 0 0	- -	- -	- -	3 2 2	337 17 11	22 2 9	1 8 7
110 17 5	19 4 10	18 13 0	- -	- -	- -	6 4 2	420 11 1	84 0 8	—
170 8 1	115 6 6	25 12 0	71 3 7	- -	- -	37 11 10	772 1 9	71 4 1	53 11 1
427 7 3	219 16 7	265 0 0	- -	- -	- -	53 5 4	2,222 13 7	598 0 1	—
256 17 0	84 9 0	20 0 0	- -	- -	- -	51 6 1	1,078 17 2	256 13 0	49 6 11
154 0 10	170 9 3	48 0 0	6 17 10	- -	0 15 0	40 14 1	1,079 14 0	123 0 0	89 15 11
- - -	16 1 7	30 19 6	- -	- -	- -	5 8 9	307 19 4	107 18 2	—
49 17 0	15 16 10	16 0 0	- -	- -	- -	7 3 7	242 9 10	81 10 7	19 4 11
337 16 1	140 8 9	48 0 0	7 11 5	- -	8 7 2	28 1 6	1,293 19 8	68 1 2	5 0 8
1,604 7 0	797 13 11	502 4 6	85 12 10	- -	9 2 2	237 2 6	7,814 13 5	1,458 1 10	218 8 1

COUNTY OF YORK. - - - - -

NAMES OF DIVISIONS, &c.	BALANCES, 25th March 1873.		RECEIPTS.						Ma Lab
	In Hand.	Overspent.	Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	Total Receipts.	
Returns.									
East Riding.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£
Bainton Beacon - - 36	843 16 0	77 4 11	7,243 7 4	100 17 8	25 0 0	- -	273 0 10	7,642 5 10	2,220
Buckrose - - - 44	509 14 6	23 2 3	3,512 14 10	110 7 3	5 0 0	- -	55 3 0	3,683 5 1	1,479
Dickering - - - 36	529 12 1	75 6 1	4,624 0 6	- -	- -	- -	107 18 9	4,731 19 3	1,574
Holderness, Middle - 33	417 18 0	49 5 4	2,958 13 2	4 3 4	- -	- -	205 7 1	3,168 3 7	772
Holderness, North - 27	242 7 7	21 10 3	1,566 3 9	34 16 0	17 14 9	- -	118 12 6	1,737 7 0	525
Holderness, South - 26	339 7 7	10 13 5	1,838 10 10	- -	- -	- -	207 5 5	2,045 16 3	542
Holme Beacon - - 19	373 16 6	5 4 8	2,523 11 8	62 16 7	16 17 10	7 6 3	112 9 1	2,723 1 5	777
Howdenshire - - 42	280 7 4	91 18 3	3,407 9 5	- -	- -	- -	46 4 5	3,453 13 10	636
Hunsley-Beacon, North 24	356 1 11	69 3 5	2,136 1 6	- -	- -	- -	172 19 10	2,309 1 4	483
Hunsley-Beacon, South 24	706 15 6	64 11 10	2,954 6 0	279 9 10	- -	239 18 4	123 13 4	3,597 7 6	1,173
Ouse and Derwent - 25	384 6 1	74 16 10	4,385 19 5	- -	- -	- -	123 12 7	4,509 12 0	1,247
Wilton-Beacon - - 41	322 19 2	72 8 9	3,995 1 0	77 11 10	23 4 6	- -	128 8 9	4,224 6 1	1,181
North Riding.									
Hallikeld - - - 1	55 3 6	- - -	33 12 8	- -	- -	- -	- -	33 12 8	30
West Riding.									
Agbrigg, Lower - - 28	799 2 8	235 2 2	7,044 17 5	173 13 7	- -	171 15 8	223 16 5	7,614 3 1	2,270
Agbrigg, Upper - - 4	8 4 4	4 19 10	831 14 6	93 16 2	3 5 3	- -	22 8 2	951 4 1	461
Ainsty, East - - 17	173 8 11	34 3 6	1,595 18 9	- -	- -	- -	138 2 1	1,734 0 10	487
Barkston Ash, Lower - 24	351 3 10	194 11 3	4,004 3 0	- -	- -	63 1 0	147 10 6	4,214 14 6	1,243
Barkston Ash, Upper - 16	279 2 6	65 7 0	2,560 11 7	32 7 9	- -	54 1 0	134 18 5	2,781 18 9	993
Bolton-by-Bowland - 18	180 7 4	5 12 0	579 0 9	187 4 7	235 17 0	111 8 7	1 0 5	1,114 11 4	394
Claro - - - 59	643 0 0	67 17 5	3,215 12 2	58 13 0	25 18 6	176 8 0	237 7 6	3,713 19 2	1,858
Dewsbury - - - 5	307 16 9	- - -	2,058 8 6	- -	- -	65 13 4	6 0 9	2,130 2 7	594
Ewcross - - - 6	68 18 4	1 1 5	218 7 5	- -	- -	- -	0 17 0	219 4 5	183
Keighley - - - 2	45 6 6	- - -	833 4 5	- -	- -	- -	3 17 3	837 1 8	346
Kirkby Malzeard - 11	85 18 5	36 17 3	308 6 5	- -	- -	- -	0 7 3	308 13 8	237
Morley, East - - 4	239 12 10	21 5 0	830 12 5	- -	- -	78 8 2	0 5 0	909 5 7	385
Morley, West - - 13	603 14 0	226 9 10	3,831 18 1	- -	- -	18 0 0	36 6 5	3,886 4 6	1,178
Osgoldcross, Lower - 26	785 10 7	129 13 10	4,897 19 4	88 3 0	- -	- -	118 7 10	5,104 10 2	1,428
Osgoldcross, Upper - 34	468 6 7	315 8 5	4,461 13 7	- -	- -	42 6 0	104 9 10	4,608 9 5	1,724
Otley - - - 23	183 16 8	90 19 7	1,456 3 10	272 4 2	30 1 8	99 6 3	53 5 10	1,911 1 9	829
Ripon - - - 26	196 18 7	14 6 8	824 8 11	- -	- -	13 12 6	7 2 3	845 3 8	580
Rotherham - - 39	759 6 11	198 19 11	4,667 15 0	- -	- -	164 3 7	233 17 4	5,065 15 11	2,023
Saddleworth - - 9	146 2 0	1 1 11	1,710 10 7	- -	- -	- -	44 9 5	1,755 0 0	787
Skyrack - - - 28	648 16 2	78 13 9	5,556 10 10	- -	- -	415 18 5	198 2 4	6,170 11 7	1,309
Staincliffe, West* - —	—	—	—	—	—	—	—	—	—
Staincross - - - 26	637 15 1	75 19 1	3,963 8 11	24 2 5	- -	214 11 0	22 12 6	4,224 14 10	1,454
Tadcaster - - - 19	216 0 11	36 19 0	1,270 3 3	33 10 9	- -	43 2 4	14 17 3	1,361 13 7	653
Wetherby - - - 24	294 11 4	14 15 5	1,305 16 10	18 13 8	- -	161 10 0	32 12 9	1,518 13 3	720
839	13,485 7 0	2,485 10 3	99,206 18 7	1,652 11 7	382 19 6	2,140 10 5	3,457 10 1	106,840 10 2	35,291

* The highways in this division, except those under the Highway Board, are all repaired ratione tenuræ.

COUNTY OF YORK.

n ar.	EXPENDITURE							BALANCES, 25th March 1874.	
	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	Total Expenditure.	In Hand.	Overspent.
s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
3 1	3,395 2 1	323 16 7	135 5 0	100 17 8	25 0 0	93 0 0	88 18 10	7,653 9 7	813 19 3	58 11 11
5 6	1,079 4 3	149 2 11	10 8 0	110 7 3	5 0 0	- -	75 3 5	3,648 19 2	558 7 3	37 9 1
5 7	1,360 4 0	564 15 3	- - -	- -	- -	- -	181 12 1	4,509 3 10	729 14 0	52 12 7
4 7	1,842 10 1	90 2 1	- - -	4 3 4	- -	147 3 9	88 14 11	3,173 12 3	423 10 10	60 6 10
2 10	861 18 11	63 13 3	10 0 0	34 16 0	17 14 9	- -	19 12 3	1,785 18 3	202 9 2	30 3 1
0 8	837 17 4	82 16 4	7 0 0	- -	- -	279 11 7	42 0 2	2,096 4 1	342 6 11	64 0 7
6 10	1,249 19 4	79 17 4	20 0 0	62 16 7	16 17 10	221 0 2	23 1 4	2,797 2 5	310 14 7	16 3 9
7 1	1,916 17 9	182 11 9	- - -	- -	- -	36 0 1	64 1 6	3,259 13 10	439 8 0	56 18 11
4 7	1,067 2 8	82 4 3	7 0 0	- -	- -	171 0 0	17 18 9	2,410 15 3	266 12 3	81 7 8
7 7	1,721 13 5	134 15 6	59 2 0	279 9 10	- -	90 18 0	49 3 9	3,964 3 10	582 16 6	307 9 2
9 10	2,081 12 3	264 18 5	68 7 0	- -	- -	138 6 11	102 15 2	4,388 16 2	435 0 6	4 15 5
5 8	2,094 9 2	91 13 5	12 0 0	77 11 10	23 4 6	73 0 0	27 18 2	4,167 4 10	331 4 8	23 13 0
8 3	48 16 3	4 11 2	- - -	- -	- -	- -	- - -	87 10 8	1 5 6	—
1 8	3,119 17 4	387 15 3	251 18 3	173 13 7	- -	8 16 0	301 5 9	7,426 17 5	898 7 0	147 0 10
2 5	149 12 7	21 2 5	32 4 0	93 16 2	3 5 3	95 14 8	17 9 1	939 15 11	14 12 8	—
9 4	837 3 3	124 11 11	- - -	- -	- -	- -	38 6 10	1,743 0 3	213 18 1	83 12 1
8 1	1,782 13 4	124 17 6	101 2 0	- -	- -	69 15 0	130 9 6	3,951 1 7	496 8 11	76 3 5
1 11	569 9 11	105 9 5	34 0 0	32 7 9	- -	147 19 5	279 15 7	2,661 2 5	392 1 5	57 9 7
0 10	102 2 11	27 9 7	47 10 0	187 4 7	235 17 0	- -	61 0 4	1,181 6 1	124 16 2	16 15 7
4 3	768 11 0	198 11 3	85 13 3	58 13 0	25 18 6	101 12 8	171 5 0	3,827 15 11	562 16 8	101 10 10
18 10	909 2 9	471 5 2	92 1 0	- -	- -	- -	51 2 7	2,342 9 10	95 19 1	0 9 7
4 5	11 19 3	10 1 1	32 4 0	- -	- -	- -	24 5 9	297 4 2	23 7 2	33 10 0
19 9	115 1 6	243 12 6	12 0 0	- -	- -	- -	20 11 7	773 6 8	109 1 6	—
9 0	19 17 6	14 0 9	16 0 0	- -	- -	- -	9 6 2	323 14 9	54 2 8	20 2 7
0 6	314 0 8	20 7 11	38 0 0	- -	- -	2 19 6	107 7 8	1,002 7 6	210 14 3	85 8 4
7 5	1,126 1 7	285 1 3	215 4 5	- -	- -	- -	100 13 3	3,651 0 11	812 6 4	199 18 7
15 1	2,243 5 3	168 14 11	190 0 0	88 3 0	- -	- -	241 7 6	4,946 0 7	927 17 1	113 10 9
7 6	1,333 17 10	167 19 5	91 5 0	- -	- -	3 6 2	79 11 6	4,171 5 1	601 17 2	11 14 8
17 1	438 1 1	31 5 0	75 12 0	272 4 2	30 1 8	- -	25 11 11	1,836 12 6	198 18 8	31 12 4
0 2	64 0 1	34 11 5	20 0 0	- -	- -	- -	23 8 4	844 14 5	193 18 4	10 17 2
6 11	1,329 1 4	243 7 5	199 3 6	- -	- -	- -	38 3 4	4,906 13 3	865 2 3	145 12 7
1 11	207 9 0	29 18 7	93 0 0	- -	- -	3 0 0	477 8 2	1,777 4 10	134 18 3	12 3 0
17 4	2,303 2 0	260 16 0	198 0 6	- -	- -	104 9 11	149 3 1	5,784 19 7	1,002 4 1	46 9 8
—	—	—	—	—	—	—	—	—	—	—
16 4	1,062 3 2	221 2 1	140 16 0	24 2 5	- -	- -	163 3 3	3,987 5 7	909 8 7	110 3 4
14 11	396 17 0	113 0 4	60 0 0	33 10 9	- -	- -	27 3 9	1,414 8 6	220 8 1	94 1 1
16 3	257 17 1	118 0 0	24 17 0	18 13 8	- -	202 18 6	33 5 6	1,531 13 4	339 2 4	72 6 6
9 0	39,018 14 11	5,537 19 5	2,379 12 11	1,652 11 7	382 19 6	1,990 12 4	3,352 5 9	105,264 15 3	14,839 16 2	2,264 4 6

NORTH WALES.

COUNTY OF ANGLESEY.

NAMES OF DIVISIONS, &c.		BALANCES, 25th March 1873.		RECEIPTS.						Manu Labo
		In Hand.	Overspent.	Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	Total Receipts.	
	Returns.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
Anglesey, 1st Division	36	149 11 11	112 16 4	1,491 7 8	125 4 11	21 11 9	- - -	69 9 9	1,707 14 1	613 10
Anglesey, 2d Division	35	68 16 4	102 7 3	1,025 15 11	385 12 3	32 7 6	- - -	2 15 11	1,446 11 7	435 14
	71	218 8 3	215 3 7	2,517 3 7	510 17 2	53 19 3	- - -	72 5 8	3,154 5 8	1,049 5

COUNTY OF CARNARVON.

Bangor	4	192 5 11	4 7 3	434 16 2	- - -	- - -	- - -	- - -	434 16 2	317 13
Carnarvon	11	58 13 8	99 10 3	586 2 10	- - -	- - -	- - -	605 19 8	1,192 2 6	596 14
Conway*	8	61 6 1	35 9 6	324 4 9	33 14 0	3 3 1	- - -	4 12 6	365 14 4	139 17
Eifionydd	7	68 2 0	3 1 6	46 4 8	1 10 11	1 7 10	- - -	- - -	49 3 5	25 13
Nant Conway*	6	63 16 2	0 12 11	180 0 9	1 7 6	13 9 0	- - -	22 1 4	216 18 7	78 11
Pwllheli	31	54 11 8	16 9 2	505 2 7	716 11 9	107 15 7	- - -	- - -	1,329 9 11	205 8
	67	498 15 6	159 10 7	2,076 11 9	753 4 2	125 15 6	- - -	632 13 6	3,588 4 11	1,363 19

* For the year ending March 1875.

COUNTY OF DENBIGH.

Isaled	50	106 6 4	4 7 6	612 6 2	59 14 8	2 6 10	- - -	1 17 4	676 5 0	404 13
Llangollen	1	58 1 0	- - -	219 8 9	- - -	- - -	- - -	- - -	219 8 9	131 11
Uwchaled	24	32 11 11	7 10 1	141 13 11	10 5 0	8 17 6	- - -	0 4 0	161 0 5	90 13
	75	196 19 3	11 17 7	973 8 10	69 19 8	11 4 4	- - -	2 1 4	1,056 14 2	626 18

COUNTY OF FLINT.

Caerwys	17	22 2 6	23 3 2	171 5 11	1 4 7	- - -	- - -	- - -	172 10 6	45 17
Hawarden	15	147 9 5	4 17 11	553 4 11	14 7 6	1 16 0	- - -	- - -	569 8 5	160 18
Holywell	12	181 2 8	2 15 9	759 19 9	11 11 0	- - -	- - -	10 0 0	781 10 9	84 15
Hope	9	31 7 6	- - -	270 12 1	20 3 0	1 19 0	- - -	0 2 6	292 16 7	133 12
Maylor	13	121 10 1	4 4 4	805 18 7	10 0 0	- - -	42 1 3	1 18 5	859 18 3	425 10
Mold	12	168 10 0	11 0 9	573 2 3	38 8 10	- - -	- - -	3 2 7	614 13 8	274 5
Northop	17	46 7 6	18 11 11	644 1 11	28 8 5	6 7 1	- - -	- - -	678 17 5	214 0
Prestatyn	10	91 12 7	1 5 4	438 4 4	- - -	- - -	- - -	0 12 0	438 16 4	210 15
Rhuddlan	18	44 18 3	36 19 4	495 2 5	- - -	- - -	- - -	1 11 0	496 13 5	181 14
	123	855 0 6	102 18 6	4,711 12 2	124 3 4	10 2 1	42 1 3	17 6 6	4,905 5 4	1,731 8

NORTH WALES.

COUNTY OF ANGLESEY.

EXPENDITURE.								BALANCES, 25th March 1874.	
Team Labour.	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	Total Expenditure.	In Hand.	Overspent.
s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
8 3	507 6 9	44 0 2	173 18 0	125 4 11	21 11 9	- - -	111 18 7	1,838 19 3	100 16 2	195 5 9
12 7	262 6 0	36 0 2	117 11 1	385 12 3	32 7 6	0 12 2	65 11 7	1,387 8 3	159 9 0	133 16 7
0 10	769 12 9	80 0 4	291 9 1	510 17 2	53 19 3	0 12 2	177 10 2	3,226 7 6	260 5 2	329 2 4

COUNTY OF CARNARVON.

2 6	8 12 8	7 11 7	79 0 0	- -	- -	- -	0 19 0	465 9 6	157 5 4	—
1 3	52 13 11	26 6 3	27 0 0	- -	- -	- -	131 10 11	937 6 6	215 10 8	1 11 3
7 6	48 17 2	2 18 9	49 14 0	33 14 0	3 3 1	- -	83 1 3	411 13 1	21 3 3	41 5 5
7 0	- - -	0 9 0	11 15 10	1 10 11	1 7 10	- -	4 17 1	83 11 7	32 19 11	2 7 7
7 0	5 5 0	- - -	10 10 0	1 7 6	13 9 0	109 10 8	3 14 6	239 15 6	40 6 4	—
7 4	44 11 0	4 12 6	118 13 0	716 11 9	107 15 7	- -	46 16 11	1,306 6 7	76 15 8	15 9 10
2 7	159 19 9	41 18 1	296 12 10	753 4 2	125 15 6	109 10 8	270 19 8	3,444 2 9	544 1 2	60 14 1

COUNTY OF DENBIGH.

4 7	113 11 3	10 7 8	1 0 0	59 14 8	2 6 10	- -	27 4 7	698 12 10	87 9 2	7 18 2
0 0	77 17 0	4 5 7	2 0 0	- -	- -	- -	0 17 7	229 11 10	47 17 11	—
8 6	10 0 9	5 5 3	- - -	10 5 0	8 17 6	- -	9 0 11	157 11 0	33 10 7	4 19 4
3 1	201 9 0	19 18 6	3 0 0	69 19 8	11 4 4	- -	37 3 1	1,085 15 8	168 17 8	12 17 6

COUNTY OF FLINT.

4 6	10 5 3	- - -	7 9 0	1 4 7	- -	56 9 8	10 9 7	162 19 10	27 10 3	19 0 3
3 11	159 16 9	5 15 1	33 2 0	14 7 6	1 16 0	182 6 3	42 11 0	648 16 9	67 8 8	4 5 6
4 0	54 16 3	- - -	14 19 2	11 11 0	- -	565 7 3	43 14 3	801 7 0	158 10 8	—
5 0	40 1 2	2 5 11	21 1 0	20 3 0	1 19 0	25 19 3	11 19 4	274 5 8	54 16 7	4 18 2
3 9	68 15 2	79 9 8	30 0 0	10 0 0	- -	- -	49 15 10	859 18 2	139 0 2	21 14 4
5 8	85 11 7	10 8 9	27 3 6	38 8 10	- -	68 4 5	31 12 7	624 1 1	168 18 9	20 16 11
0 0	75 0 8	20 14 7	4 0 0	28 8 5	6 7 1	184 6 4	72 10 8	633 17 10	82 19 1	10 3 11
2 11	54 0 1	- - -	- - -	- -	- -	29 8 8	15 12 3	444 19 1	121 16 7	37 12 1
3 0	84 3 10	1 10 0	- - -	- -	- -	37 0 9	14 13 3	437 4 1	73 17 0	6 8 9
4 9	632 10 9	120 4 0	137 14 8	124 3 4	10 2 1	1,149 2 7	292 18 9	4,887 9 6	894 17 9	124 19 11

COUNTY OF MERIONETH.

NAMES OF DIVISIONS, &c.	BALANCES, 25th March 1873.		RECEIPTS.					Manual Labour
	In Hand.	Overspent.	Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	Total Receipts.	
Returns.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
Ardudwy is Artro - 2	8 6 9	- - -	25 15 3	- -	- -	- -	- -	25 15 3	23 7
Ardudwy uwch Artro 8	62 12 1	58 8 1	342 1 0	- -	- -	- -	1 10 11	343 11 11	208 6
Edernion - - - 31	20 7 9	6 8 6	192 1 5	17 12 0	10 6 1	- -	0 5 9	220 5 3	91 15
Estimaner - - - 8	7 15 5	12 6 5	108 6 3	- -	- -	- -	- -	108 6 3	29 17
Penllyn - - - 25	36 0 7	0 10 11	181 2 9	6 12 0	37 0 1	- -	5 1 4	229 16 2	146 3
Talybont and Mowddy* —	—	—	—	—	—	—	—	—	—
74	135 2 7	77 13 11	849 6 8	24 4 0	47 6 2	- -	6 18 0	927 14 10	499 4

* No Return can be obtained. "The parish roads are very much neglected."

COUNTY OF MONTGOMERY.

Cawrse - - - 10	23 2 5	1 1 1	106 0 2	6 10 0	- -	- -	- -	112 10 2	87 6
Deythur - - - 17	67 3 10	21 10 2	179 3 4	- -	- -	- -	- -	179 3 4	94 13
Llanfyllin & Pool, Lower 55	103 7 2	17 2 4	425 10 0	15 5 6	6 6 6	2 7 3	30 10 7	479 19 10	346 13
Llanidloes, Lower† - 18	88 18 7	11 11 11	295 17 3	- -	- -	- -	- -	295 17 3	145 15
Llanidloes, Upper - 22	31 15 3	4 14 0	206 3 1	103 14 0	142 10 3	- -	- -	452 7 4	83 14
Machynlleth - - 19	55 16 3	22 6 7	573 8 1	- -	- -	- -	1 0 0	574 8 1	233 9
Mathrafel - - - 42	106 13 7	33 2 4	385 9 11	- -	- -	4 10 2	19 18 8	409 18 9	220 0
Montgomery, Lower - 16	61 5 4	28 18 3	324 7 11	0 10 0	- -	- -	- -	324 17 11	136 0
Montgomery, Upper - 20	65 14 11	14 7 2	352 16 11	- -	- -	- -	4 10 8	357 7 7	130 2
Newtown, Lower - 22	73 0 6	0 9 11	277 6 8	- -	- -	- -	6 12 7	283 19 3	180 12
Newtown, Upper - 18	93 15 3	12 16 6	507 2 8	2 3 6	7 16 2	- -	12 5 1	529 7 5	178 8
Pool, Upper - - 10	55 8 9	72 17 0	216 1 5	- -	- -	- -	- -	216 1 5	156 15
269	826 1 10	240 17 3	3,849 7 5	128 3 0	156 12 11	6 17 5	74 17 7	4,215 18 4	1,993 6

† The Return for the year ending March 1874 cannot be obtained; the Return for the previous year is again inserted.

COUNTY OF MERIONETH.

EXPENDITURE.								BALANCES, 25th March 1874.	
eam bour.	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.
s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
0 0	- - -	0 10 1	- - -	- - -	- - -	- - -	2 16 0	27 7 4	6 14 8	—
15 0	2 5 8	0 7 6	26 13 6	- - -	- - -	66 2 0	2 7 11	336 18 0	38 0 10	27 2 11
0 7	1 3 4	1 9 0	0 19 0	17 12 0	10 6 1	45 18 9	23 19 8	215 3 8	23 12 4	4 11 6
6 3	0 9 6	1 0 1	9 15 0	- - -	- - -	41 13 0	1 19 8	99 1 3	8 4 10	3 10 10
14 5	12 10 8	1 3 2	- - -	6 12 0	37 0 1	- - -	7 3 0	221 7 0	46 1 11	2 3 1
—	—	—	—	—	—	—	—	—	—	—
16 3	16 9 2	4 9 10	37 7 6	24 4 0	47 6 2	153 13 9	38 6 3	899 17 3	122 14 7	37 8 4

COUNTY OF MONTGOMERY.

0 0	12 1 0	0 18 6	3 0 0	6 10 0	- - -	- - -	4 19 10	128 10 0	7 16 7	1 15 1
6 8	30 6 5	4 0 6	4 10 0	- - -	- - -	- - -	20 3 3	194 0 2	37 12 3	6 15 5
2 5	60 0 8	24 16 5	3 0 0	15 5 6	6 6 6	- - -	24 12 5	562 17 6	28 5 11	24 18 9
13 9	45 1 2	13 18 11	- - -	- - -	- - -	36 0 0	18 8 9	302 18 4	74 16 7	4 11 0
0 6	13 19 3	17 1 9	- - -	103 14 0	142 10 3	- - -	17 18 10	448 19 1	35 19 8	5 10 2
11 11	10 14 1	9 12 2	26 15 6	- - -	- - -	202 8 6	10 10 7	588 2 7	28 15 8	9 0 6
2 2	47 3 4	5 9 10	0 17 0	- - -	- - -	57 0 0	34 15 0	464 7 6	35 0 6	15 18 0
12 2	34 1 8	3 7 6	2 0 0	0 10 0	- - -	79 18 0	15 8 1	317 17 9	41 5 5	1 18 2
7 10	53 19 4	5 19 6	- - -	- - -	- - -	154 0 0	9 12 7	407 1 11	7 10 0	5 16 7
7 0	42 16 0	7 3 6	- - -	- - -	- - -	59 10 0	19 19 1	336 7 10	26 15 10	6 13 10
14 9	43 17 6	6 8 2	- - -	2 3 6	7 16 2	137 0 0	216 13 11	603 2 7	36 9 3	29 5 8
7 4	48 19 1	2 19 1	- - -	- - -	- - -	- - -	12 15 8	258 16 2	21 9 0	81 12 0
6 6	442 19 6	101 15 10	40 2 6	128 3 0	156 12 11	725 16 6	405 18 0	4,613 1 5	381 16 8	193 15 2

II.—ABSTRACT of the General Statements of the Receipts and Expenditure on account of th formed under the Acts 25th & 26th Victoria, Cap. 61., and the 27th & 28th Victoria, Cap. 101., for th

ENGLAND.

Rateable Value.	NAMES OF COUNTIES.	No. of Districts.	No. of Returns.	MILEAGE.		BALANCE, 31st December 1873.		Rates or Assessments.	From Turnpike Trusts.
				Parish Highways.	District Roads (late Turnpike).	In Hand.	Overspent.		
£				M. F.	M. F.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
521,497	Bedfordshire	5	137	747 4	125 5	2,049 11 2	1,442 14 4	15,449 10 10	- - -
370,572	Berkshire	6	101	465 2	33 4	1,960 2 6	229 17 7	13,752 4 8	97 10 4
—	Buckinghamshire	–	–	—	—	—	—	—	—
127,957	Cambridgeshire	1	42	158 3	13 4	552 18 5	55 9 10	4,608 0 0	- - -
1,410,442	Cheshire	12	415	1,929 0	110 6	8,427 7 0	2,903 19 4	37,185 5 8	68 7 0
892,143	Cornwall	18	197	3,358 0	83 0	2,950 13 2	1,665 12 10	33,535 11 1	1,018 6 0
589,631	Cumberland	7	220	1,422 2	51 2	2,209 17 7	2,302 7 5	12,536 0 3	41 0 0
—	Derbyshire	–	–	—	—	—	—	—	—
1,657,995	Devonshire	25	425	5,833 3	189 3	5,344 16 11	1,589 14 4	46,396 10 6	1,201 8 5
751,542	Dorsetshire	9	297	1,693 0	112 4	2,531 14 4	1,951 3 0	20,035 17 6	51 9 2
1,753,777	Durham	10	267	1,182 7	222 7	5,028 5 5	2,017 18 5	38,222 6 0	365 19 0
825,650	Essex	8	199	1,490 7	102 6	4,661 0 1	925 14 7	20,642 0 8	- - -
1,172,884	Gloucestershire	20	311	2,010 3	324 0	6,518 17 3	1,384 2 11	42,376 3 7	2,080 13 1
1,149,168	Hampshire	23	308	3,124 6	206 0	5,011 10 4	863 15 10	19,870 2 5	9 4 0
816,751	Herefordshire	10	248	1,424 1	366 3	5,117 5 1	1,261 4 3	32,004 10 0	6 16 0
647,457	Hertfordshire	7	121	1,060 5	77 7	3,013 8 11	806 17 10	15,544 5 0	257 17 9
352,157	Huntingdonshire	5	99	386 1	70 2	1,980 9 8	613 10 0	11,903 0 0	- - -
2,104,366	Kent	18	377	3,531 6	322 3	12,423 12 1	2,507 7 0	70,911 2 7	479 17 6
701,984	Lancashire	8	106	1,025 3	67 7	6,373 8 3	2,217 1 3	31,677 4 5	1,398 0 11
984,798	Leicestershire	9	345	1,673 4	62 5	2,976 1 5	1,375 1 6	26,634 14 6	1 7 4
161,225	Lincolnshire	2	49	304 7	1 4	2,173 19 1	595 3 4	10,538 5 10	- - -
233,456	Middlesex	1	8	107 1	20 0	673 10 5	394 12 5	10,247 0 0	- - -
365,804	Monmouthshire	8	136	894 0	53 3	1,354 15 2	1,049 4 4	10,535 18 10	- - -
—	Norfolk	–	–	—	—	—	—	—	—
1,119,991	Northamptonshire	10	322	1,376 0	185 2	3,083 16 4	2,737 2 3	41,523 4 4	319 1 3
615,779	Northumberland	9	313	1,185 1	52 4	2,967 12 7	768 2 5	14,274 6 1	- - -
859,745	Nottinghamshire	8	286	1,266 5	121 5	4,975 6 5	1,876 18 4	26,022 0 3	453 19 3
763,184	Oxfordshire	9	301	1,282 3	112 0	5,100 11 8	534 0 3	22,494 2 9	453 9 3
—	Rutlandshire	–	–	—	—	—	—	—	—
1,117,426	Shropshire	13	228	2,302 3	223 1	4,841 6 0	1,205 1 4	24,519 16 10	157 17 9
2,031,397	Somersetshire	19	485	3,667 2	237 1	7,034 8 8	2,296 6 7	57,922 7 1	643 2 11
—	Staffordshire	–	–	—	—	—	—	—	—
609,013	Suffolk	5	206	1,271 7	74 2	2,370 2 2	640 16 0	11,444 10 2	- - -
914,455	Surrey	11	111	1,242 1	136 1	6,205 15 5	835 16 1	30,747 11 2	114 13 3
207,287	Sussex	3	36	360 0	39 3	1,396 13 1	700 6 10	10,151 0 0	28 12 8
233,254	Warwickshire	4	79	455 4	86 2	971 18 2	335 14 8	6,763 8 2	- - -
—	Westmorland	–	–	—	—	—	—	—	—
1,296,495	Wiltshire	13	335	2,341 0	471 6	4,609 14 1	3,182 6 5	40,782 8 5	365 11 6
796,060	Worcestershire	8	173	1,054 4	235 0	3,256 14 9	309 16 2	18,753 9 0	71 7 9
1,955,242	Yorkshire	20	672	3,850 2	181 4	7,745 19 0	5,334 14 9	62,672 1 9	131 5 3

NORTH WALES.

10,967	Anglesey	1	1	47 0	- -	—	23 1 7	250 0 0	- - -
—	Carnarvonshire	–	–	—	—	—	—	—	—
348,179	Denbighshire	5	73	1,050 6	22 7	1,344 14 6	405 0 9	7,272 10 0	- - -
—	Flintshire	–	–	—	—	—	—	—	—
—	Merionethshire	–	–	—	—	—	—	—	—
300,220	Montgomeryshire	4	62	988 6	- -	- - -	- - -	4,426 16 2	- - -
30,769,950	Total	354	8,091	57,564 5	4,796 1	139,237 17 1	49,337 16 9	904,625 6 6	9,816 17 7

veral PARISHES, &c. in ENGLAND and NORTH WALES, so far as the same are included in the DISTRICTS ear ending 31st December 1874, pursuant to the 28th Section of the 25th & 26th Victoria, Cap. 61.

ENGLAND.

RECEIPTS.			EXPENDITURE.				
Money Borrowed.	Other Receipts.	Total Receipts.	Manual Labour, including Contract Work.	Team Labour.	Materials.	Tradesmen's Bills.	Law Charges.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
- - -	205 3 5	15,654 14 3	3,261 0 2	2,338 8 1	5,405 5 9	484 3 10	- - -
- - -	160 0 11	14,009 15 11	3,363 4 4	1,888 4 4	4,176 18 2	457 10 11	- - -
—	—	—	—	—	—	—	—
- - -	11 0 0	4,619 0 0	987 1 4	1,001 0 5	1,929 1 7	273 5 7	- - -
238 18 3	510 8 5	38,052 19 4	12,729 1 11	5,344 1 10	9,040 1 6	688 16 1	16 0 11
- - -	484 10 5	35,038 7 6	16,367 11 3	5,664 4 8	6,317 4 10	499 14 2	1 7 0
- - -	675 1 3	13,252 1 6	6,587 19 4	677 10 3	977 11 9	457 8 10	2 7 0
—	—	—	—	—	—	—	—
- - -	520 15 6	48,118 14 5	25,217 11 0	3,431 6 10	5,695 9 9	1,305 17 3	7 8 2
- - -	834 11 2	20,921 17 10	6,601 13 7	3,584 12 6	2,799 6 11	434 6 9	54 19 2
200 0 0	1,105 2 1	39,893 7 1	9,769 15 1	4,534 8 8	7,654 17 10	421 16 0	30 0 0
- - -	400 6 8	21,042 7 4	3,581 11 11	3,939 5 11	5,729 6 10	646 2 11	2 17 6
110 0 0	538 19 4	45,105 16 10	14,041 15 0	4,828 4 9	5,408 10 1	753 5 9	16 16 4
- - -	315 8 10	20,194 15 3	5,867 9 11	3,819 11 1	2,524 4 1	1,342 9 7	- - -
- - -	313 4 1	32,324 10 1	7,936 9 4	4,343 6 2	4,756 10 2	234 15 8	116 15 8
400 0 0	244 12 4	16,446 15 1	4,517 14 6	1,698 16 5	3,579 19 4	1,319 12 4	133 7 3
- - -	403 9 0	12,306 9 0	2,379 5 8	1,887 17 11	4,056 15 2	383 18 4	21 11 8
- - -	992 12 11	72,383 13 0	16,678 0 11	10,630 7 5	19,978 1 8	2,582 9 2	426 17 6
- - -	243 10 4	33,318 15 8	9,364 18 3	4,979 14 6	8,025 17 2	962 2 7	29 16 4
1,165 0 0	347 18 0	28,148 19 10	6,174 13 5	4,179 18 5	11,871 11 10	872 14 8	94 12 0
- - -	40 11 4	10,578 17 2	2,603 12 5	1,431 15 11	5,892 10 8	202 10 3	- - -
- - -	2,881 13 1	13,128 13 1	1,358 17 6	1,197 2 3	3,145 13 4	548 1 8	628 12 3
- - -	51 19 0	10,587 17 10	4,677 15 4	1,196 13 6	897 18 8	190 10 7	- - -
—	—	—	—	—	—	—	—
- - -	280 9 10	42,122 15 7	9,679 1 10	5,221 4 8	11,428 12 4	1,689 12 5	96 5 10
- - -	26 11 6	14,300 17 7	4,120 14 0	639 11 3	4,182 4 8	82 9 11	- - -
- - -	152 7 8	26,628 7 2	7,996 19 1	3,452 14 10	5,625 0 0	1,004 7 1	32 8 10
- - -	204 14 6	23,152 6 6	11,499 5 10	1,762 15 2	3,681 19 4	647 16 7	- - -
—	—	—	—	—	—	—	—
200 0 0	248 12 4	25,126 6 11	8,014 4 4	3,303 13 10	4,235 7 11	388 14 5	26 14 4
- - -	982 15 8	59,548 5 8	19,466 12 11	5,593 15 0	9,708 15 4	1,254 12 5	31 19 4
—	—	—	—	—	—	—	—
- - -	169 6 2	11,613 16 4	2,413 6 2	1,417 6 7	4,778 15 4	420 7 4	4 17 0
1,100 0 0	931 16 2	32,894 0 7	6,745 0 1	3,320 6 9	9,574 16 4	1,202 5 1	108 10 7
- - -	0 4 0	10,179 16 8	2,861 15 5	1,728 11 9	1,660 2 8	344 11 11	- - -
- - -	65 18 6	6,829 6 8	1,752 9 3	876 1 11	1,314 19 8	222 14 9	- - -
—	—	—	—	—	—	—	—
- - -	503 13 11	41,651 13 10	12,741 11 3	4,555 5 8	6 885 16 10	813 11 3	13 18 1
130 0 0	143 12 3	19,098 8 3	3,961 7 0	2,354 10 2	3,358 1 8	275 18 4	34 1 4
350 0 0	1,308 15 7	64,462 2 7	20,986 14 5	7,339 6 3	16,562 15 7	1,934 11 5	297 12 9

NORTH WALES.

- - -	- - -	250 0 0	117 6 6	32 7 8	6 12 2	4 12 10	- - -
—	—	—	—	—	—	—	—
- - -	4 17 6	7,277 7 6	3,534 0 6	1,169 19 7	859 13 8	104 7 5	- - -
—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—
- - -	222 12 4	4,649 8 6	1,855 11 4	399 18 7	263 0 9	187 12 5	- - -
3,943 18 3	16,527 6 0	934,913 8 4	281,813 2 1	115,764 1 6	203,989 11 4	25,639 18 6	2,229 16 10

(continued on page 32.)

ABSTRACT of the General Statements of the Receipts and Expenditure on account of the several Parishes, 25th & 26th Victoria, Cap. 61., and the 27th & 28th Victoria, Cap. 101., for the Year ending

ENGLAND.

NAMES OF COUNTIES.	EXPENDITURE—*continued.*				
	Charges on the Common Fund.				
	Improvements.	Contributions (in Money) to Turnpike Trusts.	Repair of existing Turnpike Roads.	Repair of Roads formerly Turnpike.	Salaries.	Other Common Charges.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Bedfordshire	80 2 9	46 10 0	- - -	2,669 5 11	1,265 0 0	106 3 10
Berkshire	24 18 6	277 10 0	1,322 19 8	1,134 18 8	876 3 0	102 2 6
Buckinghamshire	—	—	—	—	—	—
Cambridgeshire	- - -	113 10 0	- - -	453 9 8	215 0 0	20 3 10
Cheshire	243 3 8	200 0 0	738 19 8	3,680 17 4	2,722 12 10	744 16 8
Cornwall	1,022 11 0	595 10 0	0 10 4	582 6 5	2,622 0 0	257 8 3
Cumberland	985 6 0	- - -	- - -	959 11 6	947 10 10	221 8 3
Derbyshire	—	—	—	—	—	—
Devonshire	1,635 11 11	1,268 4 6	2,200 17 4	2,966 5 8	3,701 10 0	487 12 8
Dorsetshire	1,071 3 7	112 6 3	1,048 9 0	1,526 2 7	1,807 8 0	424 14 4
Durham	2,250 16 3	80 0 0	- - -	10,216 3 9	2,468 13 4	345 9 9
Essex	787 5 5	- - -	- - -	2,584 12 11	1,845 0 0	179 5 5
Gloucestershire	406 17 0	426 6 7	3,508 1 6	11,431 0 5	3,180 9 10	752 18 11
Hampshire	- - -	31 16 0	281 2 4	2,887 6 5	3,021 10 0	254 4 9
Herefordshire	268 13 8	501 13 5	569 3 8	12,975 3 7	2,098 0 0	178 14 5
Hertfordshire	493 2 4	48 2 0	- - -	2,191 18 11	1,696 5 0	132 6 7
Huntingdonshire	197 4 0	25 0 0	510 12 9	2,006 19 1	738 6 8	95 7 2
Kent	726 9 1	898 0 3	1,241 19 3	14,361 13 10	5,249 0 9	819 1 7
Lancashire	437 4 2	141 17 2	586 0 0	5,314 18 4	1,775 0 0	387 19 4
Leicestershire	1,444 5 10	180 10 0	467 3 10	926 8 10	2,090 10 0	451 17 9
Lincolnshire	18 0 0	- - -	- - -	32 3 8	430 0 0	43 16 11
Middlesex	174 16 4	- - -	- - -	5,529 0 9	415 0 0	42 14 2
Monmouthshire	419 4 2	545 8 5	- - -	1,205 15 8	1,085 0 0	121 18 11
Norfolk	—	—	—	—	—	—
Northamptonshire	503 3 1	276 17 4	648 9 1	7,317 10 8	2,495 0 0	221 16 8
Northumberland	494 0 8	2,503 10 8	- - -	861 6 8	1,026 11 2	315 17 6
Nottinghamshire	822 5 5	342 8 8	205 12 8	2,917 2 3	1,466 0 0	159 5 0
Oxfordshire	24 6 10	381 12 8	- - -	3,028 0 2	1,973 2 9	419 16 0
Rutlandshire	—	—	—	—	—	—
Shropshire	595 4 6	931 0 0	386 2 3	4,362 11 0	2,276 15 0	217 16 4
Somersetshire	1,513 3 8	1,171 12 11	1,309 19 10	12,940 0 1	4,250 8 4	519 17 5
Staffordshire	—	—	—	—	—	—
Suffolk	157 5 7	- - -	- - -	795 9 10	1,076 5 0	141 5 7
Surrey	2,034 10 10	- - -	751 0 2	4,755 13 11	2,763 0 0	1,168 6 10
Sussex	- - -	- - -	1,366 8 6	990 1 0	580 0 0	70 19 7
Warwickshire	29 7 7	105 10 0	- - -	1,674 6 10	665 19 2	73 9 7
Westmorland	—	—	—	—	—	—
Wiltshire	231 0 3	512 12 8	2,308 13 0	10,294 16 3	2,897 19 0	435 7 2
Worcestershire	756 18 3	218 4 6	190 8 7	6,277 12 3	1,733 19 6	198 0 8
Yorkshire	1,266 14 3	1,224 13 9	747 7 6	4,246 11 1	3,494 12 0	623 10 10

NORTH WALES.

Anglesey	- - -	- - -	- - -	- - -	55 16 0	- - -
Carnarvonshire	—	—	—	—	—	—
Denbighshire	305 12 11	- - -	199 15 0	407 18 8	868 19 0	142 18 8
Flintshire	—	—	—	—	—	—
Merionethshire	—	—	—	—	—	—
Montgomeryshire	2 0 0	573 5 9	241 14 8	- - -	329 11 6	128 11 7
Total	21,422 9 6	13,283 13 6	20,831 10 7	146,685 4 7	68,203 18 8	11,007 5 5

(Continued from page 31.)

in England and North Wales, so far as the same are included in the Districts formed under the Acts
December 1874, pursuant to the 28th Section of the 25th & 26th Victoria, Cap. 61—*continued.*

ENGLAND.

				BALANCE, 31st December 1874.		DEBTS.		
Interest of Debt.	Principal Repaid.	Other Payments.	Total Expenditure.	In Hand.	Overspent.	Principal Unpaid.	Average Rate of Interest per Cent.	Unpaid Interest.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£	£ s. d.
- -	- - -	168 14 0	15,824 14 4	1,886 0 5	1,449 3 8	—	—	—
108 3 9	137 10 0	18 0 6	13,888 4 4	2,132 5 10	280 9 4	2,095 0 0	5	—
—	—	—	—	—	—	—	—	—
13 5 2	70 0 0	11 10 0	5,087 7 7	224 12 11	195 11 11	235 0 0	4½	—
- -	- - -	164 4 5	36,492 16 10	9,179 13 8	2,096 3 6	288 18 3	5½	—
5 11 10	16 8 2	258 12 7	34,211 0 6	3,263 10 3	1,151 2 11	95 8 0	5	—
9 9 0	30 0 0	72 13 8	11,928 16 5	2,361 8 10	1,130 13 7	180 0 0	4½	—
—	—	—	—	—	—	—	—	—
59 4 4	88 7 1	287 15 10	48,353 2 4	5,428 5 1	1,907 10 5	1,321 12 8	4½	—
46 10 5	80 0 0	274 8 10	19,866 1 11	2,718 2 7	1,081 15 4	790 0 0	5½	—
45 14 1	114 10 0	169 5 8	38,101 10 3	6,393 19 4	1,591 15 6	1,049 10 0	5	—
109 10 0	130 0 0	80 5 3	19,615 4 1	5,754 16 9	592 8 0	2,300 0 0	5	—
- -	- - -	185 8 1	44,939 14 3	5,784 4 6	1,483 7 7	110 0 0	5	—
- -	- - -	141 3 10	20,170 18 0	4,933 12 11	762 1 2	—	—	—
- -	- - -	64 7 5	34,043 13 2	4,015 2 8	1,878 4 11	—	—	—
2 16 0	56 0 0	178 2 6	16,048 3 2	3,275 4 10	670 1 10	400 0 0	5	—
131 3 11	170 17 2	80 10 10	12,685 10 4	1,511 17 8	523 19 4	2,964 12 6	5	9 13 6
79 4 8	122 10 0	309 7 2	74,103 3 3	11,900 11 0	3,703 16 2	1,760 0 0	5	—
452 17 7	490 8 10	330 19 6	33,279 13 9	6,682 15 2	2,487 6 3	9,072 14 3	5	—
5 14 6	54 4 6	122 13 10	28,936 19 5	2,869 16 11	2,056 16 7	1,224 8 1	5	—
- -	- - -	147 19 9	10,802 9 7	2,068 18 5	713 15 1	—	—	—
- -	- - -	195 7 1	13,235 5 4	1,387 19 11	1,215 14 2	—	—	—
54 18 0	92 0 0	47 13 3	10,534 16 6	1,312 1 3	953 9 1	988 0 0	5	—
—	—	—	—	—	—	—	—	—
20 14 4	42 10 0	164 2 9	39,805 1 0	4,599 16 4	1,935 7 8	807 10 0	4½	—
- -	- - -	64 3 5	13,840 9 11	3,189 17 9	529 19 11	—	—	—
- -	- - -	285 13 5	24,309 17 3	6,627 3 6	1,210 5 6	—	—	—
- -	- - -	33 2 4	23,451 17 8	5,030 19 4	763 19 1	—	—	—
—	—	—	—	—	—	—	—	—
25 15 0	360 0 0	100 10 1	25,224 9 0	4,906 4 11	1,368 2 4	490 0 0	4½	10 16 0
89 0 4	232 10 0	610 4 8	58,692 12 3	7,955 5 10	1,761 10 4	1,682 10 0	4½	8 18 9
—	—	—	—	—	—	—	—	—
48 7 2	136 10 0	3 6 0	11,393 1 7	2,478 3 0	528 2 1	819 15 0	5	—
189 15 4	150 0 0	773 8 2	33,536 14 1	6,117 10 6	1,890 4 8	4,830 0 0	5	24 10 9
117 3 6	176 0 0	69 10 10	9,965 5 2	1,330 11 8	419 13 11	2,200 0 0	5	—
6 18 6	10 0 0	11 14 5	6,743 11 8	1,034 17 5	312 18 11	180 0 0	5	—
—	—	—	—	—	—	—	—	—
72 1 6	199 10 0	68 11 10	42,030 14 9	4,328 16 3	3,280 9 6	1,322 0 0	5	9 0 0
95 13 10	234 0 0	106 14 9	19,795 10 10	2,853 19 9	604 3 9	1,682 0 0	5	21 15 0
133 0 2	279 0 9	454 8 0	59,590 18 9	10,639 13 0	3,357 4 11	3,606 8 1	5	—

NORTH WALES.

- -	- - -	3 12 6	220 7 8	6 10 9	—	—	—	—
—	—	—	—	—	—	—	—	—
- -	- - -	10 1 9	7,603 7 2	1,107 14 6	494 0 5	—	—	—
—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—
- -	- - -	135 17 11	4,117 4 6	1,000 10 6	468 6 6	—	—	—
922 12 11	3,472 16 6	6,204 6 8	922,470 8 7	148,692 15 11	46,349 15 10	42,445 6 10	- -	84 14 0

ENGLAND.

COUNTY OF BEDFORD.

Rateable Value.	NAME OF DISTRICT.	No. of Returns.	MILEAGE. Parish Highways.	MILEAGE. District Roads (late Turnpike).	BALANCE, 31st December 1873. In Hand.	BALANCE, 31st December 1873. Overspent.	Rates or Assessments.	From Turnpike Trusts.
£			M. F.	M. F.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
112,006	Bedford	23	134 1	39 6	938 15 9	31 10 9	2,616 16 0	- - -
125,542	Biggleswade	33	122 3	43 7	468 11 10	321 6 4	2,572 0 0	- - -
76,593	Bletsoe	26	108 2	6 0	80 5 9	202 17 5	2,690 14 10	- - -
82,256	Luton	20	174 2	5 0	224 3 2	299 7 5	2,870 0 0	- - -
125,100	Woburn	35	208 4	31 0	337 14 8	587 12 5	4,700 0 0	- - -
521,497		137	747 4	125 5	2,049 11 2	1,442 14 4	15,449 10 10	- - -

COUNTY OF BERKS.

84,677	Abingdon	30	84 1	19 2	318 6 7	86 18 6	2,858 0 0	- - -
27,813	Easthampstead	4	72 0	2 5	133 6 8	7 17 3	684 0 0	- - -
104,885	Faringdon	25	118 0	- -	846 0 3	1 14 9	6,192 0 0	97 10 0
32,386	Ilsley	10	70 0	4 5	159 9 9	- - -	665 0 0	- - -
53,138	Moreton	14	54 2	5 6	295 7 2	62 17 10	1,010 4 8	- - -
67,673	Wantage	18	66 7	1 2	207 12 1	70 9 3	2,343 0 0	- - -
370,572		101	465 2	33 4	1,960 2 6	229 17 7	13,752 4 8	97 10 4

COUNTY OF CAMBRIDGE.

127,957	Arrington and Caxton	42	158 3	13 4	552 18 5	55 9 10	4,608 0 0	- - -

COUNTY OF CHESTER.

84,020	Audlem	17	130 6	1 0	390 4 0	88 17 9	1,582 5 0	- - -
71,873	Broxton, East	44	130 1	4 6	214 1 0	186 8 8	1,097 8 6	- - -
69,067	Broxton, West	35	79 3	- -	524 14 6	210 5 5	1,304 0 0	- - -
191,985	Bucklow, East	34	249 0	- -	1,629 15 5	359 17 4	5,930 13 0	- - -
116,706	Daresbury	33	141 6	9 4	308 19 2	363 4 5	2,818 19 8	- - -
65,081	Eddisbury, East	21	103 2	14 4	522 11 11	- - -	1,238 0 0	- - -
108,415	Eddisbury, West	38	157 4	8 4	408 16 2	156 0 2	3,608 0 0	- - -
64,339	Nantwich	10	129 4	9 1	152 4 10	171 4 9	1,436 6 3	- - -
197,405	Northwich	60	243 0	38 3	1,265 12 9	189 5 1	5,445 9 6	- - -
176,976	Prestbury	41	295 6	7 0	1,310 14 0	872 1 10	4,876 0 0	62 9 0
146,767	Stockport and Hyde	20	122 1	7 4	1,090 10 7	1 15 1	3,760 0 0	5 18 0
117,808	Wirral	62	146 7	10 4	609 2 8	304 18 10	4,088 3 9	- - -
1,410,442		415	1,929 0	110 6	8,427 7 0	2,903 19 4	37,185 5 8	68 7 0

COUNTY OF CORNWALL.

57,050	Callington	10	265 0	36 0	193 6 1	79 1 3	2,667 0 0	28 3 0
34,053	Camborne	7	95 0	- -	69 16 5	151 18 5	1,357 10 0	- - -
44,057	Camelford	16	*203 0	- -	141 1 10	39 8 7	1,767 0 0	- - -
61,605	Falmouth	9	163 6	- -	111 7 2	89 0 1	2,084 0 0	- - -
30,254	Helston, North	4	160 0	- -	4 9 10	146 14 8	1,312 10 0	- - -
34,605	Helston, South	12	160 0	- -	119 11 11	40 2 6	1,023 15 0	- - -
45,480	Launceston	15	183 4	8 1	26 4 3	76 8 6	1,347 9 0	188 17 0
62,214	Liskeard	12	270 7	4 0	442 5 4	- - -	1,679 0 0	76 11 0
39,260	Penzance	9	85 2	- -	126 14 10	63 5 10	1,059 10 0	- - -
48,255	Powder, West	9	181 6	- -	63 0 4	104 1 2	1,734 15 0	- - -

* Estimated.

ENGLAND.

COUNTY OF BEDFORD.

RECEIPTS.			EXPENDITURE.				
Money Borrowed.	Other Receipts.	Total Receipts.	Manual Labour, including Contract Work.	Team Labour.	Materials.	Tradesmen's Bills.	Law Charges.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
- - -	79 4 1	2,696 0 1	457 12 7	489 3 11	553 19 6	57 11 1	- - -
- -	48 7 6	2,620 7 6	610 15 7	434 4 8	639 19 10	137 10 4	- - -
- -	17 18 6	2,708 13 4	629 6 11	369 12 5	1,076 10 7	32 8 4	- - -
- -	32 18 7	2,902 18 7	740 9 0	369 15 5	1,384 1 5	139 11 11	- - -
- -	26 14 9	4,726 14 9	822 16 1	675 11 8	1,750 14 5	117 2 2	- - -
- -	205 3 5	15,654 14 3	3,261 0 2	2,338 8 1	5,405 5 9	484 3 10	- - -

COUNTY OF BERKS.

- -	34 17 0	2,892 17 0	1,114 1 4	354 6 8	434 16 6	50 17 7	- - -
- -	6 16 8	690 16 8	202 1 8	131 13 1	102 2 4	29 1 9	- - -
- -	62 0 3	6,351 10 7	1,052 10 9	684 0 7	2,289 11 7	244 0 7	- - -
- -	14 2 0	672 2 0	331 11 8	65 5 0	141 12 6	35 7 1	- - -
- -	28 18 2	1,039 2 10	215 3 7	216 6 7	380 6 11	32 10 2	- - -
- -	13 6 10	2,356 6 10	447 15 4	436 12 5	828 8 4	65 13 9	- - -
- -	160 0 11	14,009 15 11	3,363 4 4	1,888 4 4	4,176 18 2	457 10 11	- - -

COUNTY OF CAMBRIDGE.

- -	11 0 0	4,619 0 0	987 1 4	1,001 0 5	1,929 1 7	273 5 7	- - -

COUNTY OF CHESTER.

- -	2 0 0	1,584 5 0	502 8 7	185 10 5	517 3 1	119 15 11	- - -
- -	0 3 6	1,097 12 0	456 8 11	142 9 0	217 1 4	7 18 11	4 19 2
- -	16 2 6	1,320 2 6	529 15 4	225 9 1	355 6 11	- - -	- - -
- -	126 11 0	6,057 4 0	2,489 10 4	740 2 11	1,789 19 2	286 18 3	- - -
- -	28 9 4	2,847 9 0	653 4 9	322 14 4	591 6 10	9 5 3	- - -
- -	- - -	1,238 0 0	502 1 4	292 11 3	277 11 7	59 16 3	- - -
288 18 3	- - -	3,896 18 3	1,020 13 5	674 6 10	1,174 1 5	- - -	11 1 9
- -	- - -	1,436 6 3	452 12 2	201 11 4	374 12 9	28 0 2	- - -
- -	116 18 4	5,562 7 10	1,903 7 3	683 8 3	1,077 19 6	- - -	- - -
- -	197 2 8	5,135 11 8	1,577 13 4	802 9 3	746 12 7	104 18 8	- - -
- -	15 19 9	3,781 17 9	1,212 4 1	575 1 7	891 1 2	72 2 8	- - -
- -	7 1 4	4,095 5 1	1,429 2 5	498 7 7	1,027 5 2	- - -	- - -
288 18 3	510 8 5	38,052 19 4	12,729 1 11	5,344 1 10	9,040 1 6	688 16 1	16 0 11

COUNTY OF CORNWALL.

- -	36 17 6	2,732 0 6	1,373 1 3	512 19 4	279 7 7	15 2 11	- - -
- -	- - -	1,357 10 0	1,114 11 6	65 7 4	129 12 1	11 17 8	- - -
- -	0 19 0	1,767 19 0	1,025 8 9	238 18 5	356 18 11	15 15 10	- - -
- -	2 11 10	2,086 11 10	679 18 1	299 8 3	537 10 7	11 12 11	- - -
- -	- - -	1,312 10 0	647 11 9	224 10 1	38 14 11	8 7 11	- - -
- -	- - -	1,023 15 0	222 1 8	38 18 0	518 15 0	33 17 1	- - -
- -	0 18 3	1,537 4 3	397 16 2	181 6 3	553 4 3	13 16 10	- - -
- -	33 11 10	1,789 2 10	1,694 9 2	74 13 6	269 8 1	38 6 4	- - -
- -	- - -	1,059 10 0	632 1 2	136 9 3	65 3 10	15 10 0	- - -
- -	3 2 0	1,737 17 0	953 5 11	275 9 1	191 12 7	22 12 11	- - -

(Continued on page 36.)

ENGLAND.

COUNTY OF BEDFORD.

NAME OF DISTRICT.	EXPENDITURE—*continued.*				
	Charges on the Common Fund.				
	Improvements.	Contributions (in Money) to Turnpike Trusts.	Repair of existing Turnpike Roads.	Repair of Roads formerly Turnpike.	Salaries.	Other Common Charges.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Bedford	80 2 9	- - -	- - -	1,155 18 11	260 0 0	23 14 2
Biggleswade	- - -	- - -	- - -	391 13 0	255 0 0	8 3 0
Bletsoe	- - -	46 10 0	- - -	217 18 3	210 0 0	11 14 0
Luton	- - -	- - -	- - -	65 19 2	260 0 0	30 3 6
Woburn	- - -	- - -	- - -	837 16 7	280 0 0	32 9 2
	80 2 9	46 10 0	- - -	2,669 5 11	1,265 0 0	106 3 10

COUNTY OF BERKS.

Abingdon	- - -	52 10 0	- - -	865 6 8	220 0 0	16 18 8
Easthampstead	- - -	- - -	- - -	45 16 9	93 0 0	8 1 6
Faringdon	- - -	- - -	1,322 19 8	- - -	230 0 0	43 9 4
Ilsley	- - -	- - -	- - -	106 13 4	80 0 0	- - -
Moreton	- - -	- - -	- - -	34 14 10	103 3 0	18 2 0
Wantage	24 18 6	225 0 0	- - -	82 7 1	150 0 0	15 11 0
	24 18 6	277 10 0	1,322 19 8	1,134 18 8	876 3 0	102 2 6

COUNTY OF CAMBRIDGE.

Arrington and Caxton	- - -	113 10 0	- - -	453 9 8	215 0 0	20 3 10

COUNTY OF CHESTER.

Audlem	3 8 8	- - -	3 9 0	2 10 0	175 0 0	14 15 0
Broxton, East	- - -	200 0 0	- - -	5 13 9	150 0 0	53 12 0
Broxton, West	- - -	- - -	10 0 0	- - -	180 0 0	39 10 1
Bucklow, East	- - -	- - -	- - -	- - -	305 0 0	37 2 0
Daresbury	- - -	- - -	- - -	290 9 11	231 12 10	53 1 10
Eddisbury, East	- - -	- - -	- - -	59 15 4	160 0 0	6 12 0
Eddisbury, West	- - -	- - -	- - -	499 5 7	224 0 0	58 17 5
Nantwich	- - -	- - -	- - -	7 19 6	185 0 0	14 10 7
Northwich	63 15 0	- - -	- - -	1,344 12 11	332 0 0	31 2 0
Prestbury	176 0 0	- - -	476 14 7	140 13 0	250 0 0	176 14 10
Stockport and Hyde	- - -	- - -	- - -	1,065 18 1	280 0 0	154 16 10
Wirral	- - -	- - -	248 16 1	443 19 3	250 0 0	104 2 1
	243 3 8	200 0 0	738 19 8	3,860 17 4	2,722 12 10	744 16 8

COUNTY OF CORNWALL.

Callington	342 10 0	- - -	- - -	45 2 9	150 0 0	13 4 4
Camborne	- - -	- - -	- - -	- - -	135 0 0	- - -
Camelford	- - -	- - -	- - -	- - -	115 0 0	50 16 10
Falmouth	61 13 1	- - -	- - -	- - -	190 0 0	9 10 10
Helston, North	87 2 6	- - -	- - -	- - -	115 0 0	8 7 11
Helston, South	188 9 5	- - -	- - -	- - -	105 0 0	4 7 6
Launceston	- - -	- - -	- - -	109 18 8	150 0 0	12 1 4
Liskeard	- - -	- - -	- - -	20 8 0	150 0 0	39 0 5
Penzance	- - -	132 10 0	- - -	- - -	135 0 0	9 4 6
Powder, West	- - -	- - -	- - -	- - -	155 0 0	21 4 10

(Continued from page 35.)

ENGLAND.

COUNTY OF BEDFORD.

terest of Debt.	Principal Repaid.	Other Payments.	Total Expenditure.	Balance, 31st December 1874. In Hand.	Balance, 31st December 1874. Overspent.	Debts. Principal Unpaid.	Debts. Average Rate of Interest per Cent.	Debts. Unpaid Interest.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£	£ s. d.
- - -	- - -	- - -	3,078 2 11	627 0 8	101 18 0	—	—	—
- - -	- - -	73 6 0	2,550 12 5	611 15 4	394 14 9	—	—	—
- - -	- - -	- - -	2,594 0 6	120 6 2	128 5 0	—	—	—
- - -	- - -	89 3 0	3,079 3 5	130 8 3	381 17 4	—	—	—
- - -	- - -	6 5 0	4,522 15 1	396 10 0	442 8 1	—	—	—
- -	- - -	168 14 0	15,824 14 4	1,886 0 5	1,449 3 8	—	—	—

COUNTY OF BERKS.

- -	- - -	1 12 6	3,119 9 11	244 11 3	230 16 1	—	—	—
- -	- - -	1 6 0	613 3 1	211 15 4	8 12 4	—	—	—
08 3 9	137 10 0	- - -	6,112 6 3	1,105 12 4	22 2 6	2,095 0 0	5	—
- -	- - -	2 2 0	762 11 7	89 3 9	13 3 7	—	—	—
- -	- - -	13 0 0	1,013 7 1	259 3 7	0 18 6	—	—	—
- -	- - -	- - -	2,276 6 5	221 19 7	4 16 4	—	—	—
08 3 9	137 10 0	18 0 6	13,888 4 4	2,132 5 10	280 9 4	2,095 0 0	—	—

COUNTY OF CAMBRIDGE.

13 5 2	70 0 0	11 10 0	5,087 7 7	224 12 11	195 11 11	235 0 0	4½	—

COUNTY OF CHESTER.

- -	- - -	1 9 7	1,525 10 3	472 5 5	112 4 5	—	—	—
- -	- - -	- - -	1,238 3 1	110 19 11	223 18 8	—	—	—
- -	- - -	- - -	1,340 1 5	478 10 3	184 0 1	—	—	—
- -	- -	6 1 4	5,654 14 0	1,919 8 7	247 0 6	—	—	—
- -	- - -	53 9 8	2,205 5 5	617 2 8	29 4 4	—	—	—
- -	- - -	20 11 6	1,378 19 3	420 7 9	38 15 1	—	—	—
- -	- - -	7 1 0	3,669 7 5	630 15 7	150 8 9	288 18 3	5½	—
- -	- - -	- - -	1,264 6 6	262 4 5	109 4 7	—	—	—
- -	- - -	1 0 0	5,437 4 11	1,379 15 6	178 4 11	—	—	—
- -	- - -	20 13 6	4,472 9 9	1,409 13 11	307 19 10	—	—	—
- -	- - -	27 12 1	4,278 16 6	707 3 9	115 7 0	—	—	—
- -	- - -	26 5 9	4,027 18 4	771 5 11	399 15 4	—	—	—
- -	- - -	164 4 5	36,492 16 10	9,179 13 8	2,096 3 6	288 18 3	—	—

COUNTY OF CORNWALL.

- -	- - -	31 3 4	2,762 11 6	151 13 6	67 19 8	—	—	—
- -	- - -	6 15 0	1,463 3 7	37 7 2	225 2 9	—	—	—
- -	- - -	18 11 0	1,821 9 9	68 13 3	20 10 9	—	—	—
- -	- - -	4 7 10	1,794 1 7	321 11 3	6 13 11	—	—	—
- -	- - -	- - -	1,129 15 1	40 10 1	—	—	—	—
- -	- - -	0 3 4	1,111 12 0	99 3 3	107 10 0	—	—	—
- -	- - -	26 6 11	1,444 10 5	84 7 0	41 17 5	—	—	—
- -	- - -	45 0 3	2,331 5 9	44 0 1	143 17 8	—	—	—
5 11 10	16 8 2	2 2 0	1,150 0 9	67 18 0	94 19 9	95 8 0	5	—
- -	- - -	- - -	1,619 5 4	136 9 10	58 19 0	—	—	—

COUNTY OF CORNWALL—*continued.*

Rateable Value.	NAME OF DISTRICT.	No. of Returns.	MILEAGE. Parish Highways.	MILEAGE. District Roads (late Turnpike).	BALANCE, 31st December 1873. In Hand.	BALANCE, 31st December 1873. Overspent.	Rates or Assessments.	From Turnpike Trusts.
£			M. F.	M. F.	£ s. d.	£ s. d.	£ s. d.	£ s.
82,392	St. Austell	8	182 0	4 2	78 2 9	452 16 9	5,178 0 0	94 8
83,500	St. Columb	17	313 5	2 2	524 13 11	33 0 2	2,666 0 0	51 0
65,058	St. Germans	11	189 4	- -	179 17 0	22 6 11	2,035 0 0	- -
33,067	Stratton	11	171 3	- -	75 10 4	164 7 5	1,702 5 0	- -
34,485	Trecan Gate	10	202 0	10 0	460 4 4	- - -	1,426 0 0	199 1
45,187	Tregony	16	120 6	- -	133 16 3	2 3 0	1,160 17 1	- -
57,706	Trigg	13	261 0	12 6	152 12 3	111 12 11	1,908 0 0	265 8
33,915	Tywardreath	8	149 5	5 5	47 18 4	89 4 8	1,427 0 0	114 16
892,143		197	3,358 0	83 0	2,950 13 2	1,665 12 10	33,535 11 1	1,018 6

COUNTY OF CUMBERLAND.

12,936	Alston	2	40 0	- -	- - -	63 7 6	326 9 11	- -
46,373	Bootle	17	86 1	- -	279 3 6	26 14 9	473 5 0	- -
71,169	Brampton	26	163 6	- -	294 17 11	156 13 4	1,412 6 11	- -
140,777	Leath Ward	65	440 4	- -	600 17 6	29 9 9	2,224 0 0	- -
67,758	Longtown	24	208 4	27 6	179 12 0	72 14 8	1,293 2 8	41 0
119,268	Whitehaven	33	167 2	23 4	110 1 1	1,538 11 10	4,454 5 9	- -
131,350	Wigton	53	316 1	- -	745 5 7	414 15 7	2,352 10 0	- -
589,631		220	1,422 2	51 2	2,209 17 7	2,302 7 5	12,536 0 3	41 0

COUNTY OF DEVON.

45,683	Ashburton	10	239 0	2 0	203 1 2	- - -	1,426 10 0	- -
71,327	Axminster	13	213 5	- -	93 15 5	31 4 8	1,347 0 0	- -
63,508	Barnstaple	15	238 6	- -	260 2 0	70 18 6	1,966 5 0	220 7
36,149	Bideford	15	228 6	- -	487 2 7	132 18 5	1,296 0 0	17 0
58,725	Chulmleigh	20	264 1	0 6	275 14 7	46 15 5	2,288 15 0	109 5
82,598	Crediton	20	213 4	- -	59 1 10	89 10 2	2,205 0 0	50 19
53,132	Crockernwell	14	276 4	16 3	137 5 9	43 2 1	2,038 6 11	- -
99,695	Cullompton	16	291 5	- -	370 5 3	34 9 4	1,762 0 0	173 16
111,268	Ermington and Plympton	18	303 0	12 0	290 4 8	9 13 11	2,731 0 0	40 6
45,561	Great Torrington	19	226 4	- -	141 18 8	35 9 7	1,452 0 0	19 10
37,755	Hatherleigh	17	188 2	17 7	334 10 3	21 12 10	1,789 0 0	- -
35,231	Holsworthy	21	272 1	- -	499 13 7	1 10 5	1,940 0 0	- -
57,505	Honiton	19	224 6	- -	231 15 8	8 15 9	1,024 10 0	- -
54,723	Ilfracombe	20	210 5	18 1	193 9 2	16 15 0	1,042 0 0	138 12
83,016	Kingsbridge	21	283 2	- -	480 17 5	16 14 4	2,984 16 5	- -
51,223	Lifton	18	184 2	16 4	95 18 1	95 5 10	1,591 3 0	- -
56,784	Midland Roborough	12	171 4	2 0	53 11 1	224 16 4	1,967 14 2	- -
98,392	Newton Abbot	22	271 7	32 5	122 6 10	94 6 9	1,905 0 0	- -
33,313	Ottery	9	97 6	- -	3 7 7	13 8 5	621 15 0	- -
64,305	Southmolton	20	293 0	8 6	172 17 9	171 9 2	2,526 15 0	118 11
75,791	Tavistock	11	262 0	48 0	123 9 4	37 14 5	3,331 0 0	- -
66,383	Tiverton	19	226 4	11 5	323 1 10	36 12 3	1,708 0 0	311 7
70,246	Totnes	13	221 0	- -	124 16 2	0 14 0	1,716 0 0	1 11
150,767	Wonford	30	262 1	2 6	255 1 8	264 15 2	2,563 10 0	- -
54,915	Woodbury	13	169 0	- -	11 8 7	91 1 7	1,172 10 0	- -
1,657,995		425	5,833 3	189 3	5,344 16 11	1,589 14 4	46,396 10 6	1,201 8

COUNTY OF CORNWALL—*continued.*

RECEIPTS.			EXPENDITURE.				
Money Borrowed.	Other Receipts.	Total Receipts.	Manual Labour, including Contract Work.	Team Labour.	Materials.	Tradesmen's Bills.	Law Charges.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
- - -	112 0 0	5,384 8 6	1,166 17 8	886 10 9	1,383 13 3	27 2 6	1 7 0
- - -	1 14 9	2,718 15 3	1,499 17 5	726 9 9	481 3 5	81 10 6	- - -
- - -	171 7 0	2,206 7 0	606 0 0	397 11 0	750 2 7	86 19 5	- - -
- - -	0 3 6	1,702 8 6	927 8 5	382 8 10	95 16 5	26 14 9	- - -
- - -	7 3 10	1,632 4 10	991 2 2	319 4 3	233 4 10	10 8 3	- - -
- - -	104 0 2	1,264 17 3	601 19 1	271 3 2	132 8 7	12 0 9	- - -
- - -	- - -	2,173 8 4	1,132 0 10	377 8 3	157 6 10	38 6 11	- - -
- - -	10 0 9	1,551 17 5	702 0 3	255 9 2	143 1 1	29 10 8	- - -
- - -	484 10 5	35,038 7 6	16,367 11 3	5,664 4 8	6,317 4 10	499 14 2	1 7 0

COUNTY OF CUMBERLAND.

- - -	- - -	326 9 11	169 15 3	15 5 0	0 10 6	0 10 1	- - -
- - -	0 4 2	473 9 2	393 16 1	99 0 3	18 11 8	9 7 4	- - -
- - -	34 0 5	1,446 7 4	915 7 7	167 2 4	214 0 5	26 16 6	- - -
- - -	82 7 9	2,306 7 9	1,914 17 9	- - -	- - -	83 7 1	- - -
- - -	10 0 0	1,344 2 8	452 0 8	24 14 6	429 10 3	54 16 4	- - -
- - -	260 11 1	4,714 16 10	1,470 2 6	293 17 9	258 16 6	174 7 2	- - -
- - -	287 17 10	2,640 7 10	1,271 19 6	77 10 5	56 2 5	108 4 4	2 7 0
- - -	675 1 3	13,252 1 6	6,587 19 4	677 10 3	977 11 9	457 8 10	2 7 0

COUNTY OF DEVON.

- - -	0 5 0	1,426 15 0	576 3 6	237 9 5	291 7 7	37 3 2	- - -
- - -	0 14 4	1,347 14 4	934 2 6	- - -	- - -	46 14 2	- - -
- - -	37 5 6	2,223 18 0	810 8 3	397 1 10	39 6 9	42 11 9	- - -
- - -	0 16 0	1,313 16 0	257 18 8	223 7 4	623 10 1	227 1 9	- - -
- - -	0 10 0	2,398 10 7	311 7 0	421 8 0	821 1 11	86 15 2	- - -
- - -	13 19 4	2,269 18 8	1,919 16 7	- - -	- - -	- - -	- - -
- - -	7 8 0	2,045 14 11	1,460 5 2	2 8 9	- - -	26 7 7	7 8 2
- - -	0 0 3	1,935 16 11	1,013 18 11	115 19 9	213 18 7	72 18 9	- - -
- - -	8 0 10	2,779 6 10	1,895 0 2	12 0 0	303 19 7	44 3 11	- - -
- - -	- - -	1,471 10 0	883 18 0	68 13 1	38 14 1	24 8 5	- - -
- - -	5 9 6	1,794 9 6	1,207 6 0	- - -	36 5 1	53 19 5	- - -
- - -	5 3 6	1,945 3 6	1,348 4 11	305 19 5	211 15 5	47 18 11	- - -
- - -	- - -	1,024 10 0	823 0 4	- - -	- - -	17 11 10	- - -
- - -	- - -	1,180 12 7	568 13 11	28 2 7	22 11 8	10 8 8	- - -
- - -	45 12 2	3,030 8 7	1,376 14 6	62 19 6	436 10 4	49 0 10	- - -
- - -	1 7 0	1,592 10 0	521 16 2	38 1 6	745 17 0	45 15 0	- - -
- - -	144 0 0	2,111 14 2	472 9 1	493 5 4	595 8 7	93 18 4	- - -
- - -	2 8 2	1,907 8 2	1,085 18 11	75 18 2	112 13 0	16 11 2	- - -
- - -	- - -	621 15 0	467 14 0	- - -	- - -	25 6 2	- - -
- - -	5 0 0	2,650 6 10	1,433 10 6	515 0 5	45 1 5	54 13 11	- - -
- - -	236 15 11	3,567 15 11	562 12 7	297 13 1	784 4 6	27 2 11	- - -
- - -	- - -	2,019 7 6	849 19 7	134 15 8	272 6 11	40 10 8	- - -
- - -	0 2 6	1,717 13 11	1,394 15 0	1 3 0	86 8 9	78 3 6	- - -
- - -	5 17 6	2,569 7 6	2,098 12 1	- - -	- - -	81 18 7	- - -
- - -	- - -	1,172 10 0	943 4 8	- - -	14 8 6	54 12 8	- - -
- - -	520 15 6	48,118 14 5	25,217 11 0	3,431 6 10	5,695 9 9	1,305 17 3	7 8 2

(Continued on page 40.)

COUNTY OF CORNWALL—*continued.*

NAME OF DISTRICT.	EXPENDITURE—*continued.*				
	Charges on the Common Fund.				
	Improvements.	Contributions (in Money) to Turnpike Trusts.	Repair of existing Turnpike Roads.	Repair of Roads formerly Turnpike.	Salaries.	Other Common Charges.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
St. Austell	73 8 4	450 0 0	- - -	42 0 0	175 0 0	15 1 7
St. Columb	13 10 0	- - -	- - -	37 5 1	185 0 0	13 14 1
St. Germans	20 14 6	- - -	0 10 4	- - -	135 0 0	19 13 11
Stratton	35 3 2	- - -	- - -	- - -	125 0 0	- - -
Trecan Gate	- - -	- - -	- - -	34 15 10	120 0 0	19 15 11
Tregony	- - -	- - -	- - -	- - -	165 0 0	7 18 4
Trigg	- - -	- - -	- - -	238 4 11	167 0 0	9 0 5
Tywardreath	- - -	13 0 0	- - -	54 11 2	150 0 0	4 5 6
	1,022 11 0	595 10 0	0 10 4	582 6 5	2,622 0 0	257 8 3

COUNTY OF CUMBERLAND.

Alston	- - -	- - -	- - -	- - -	45 0 0	5 0 0
Bootle	1 5 0	- - -	- - -	- - -	115 7 6	15 5 2
Brampton	- - -	- - -	- - -	- - -	95 0 0	- - -
Leath Ward	- - -	- - -	- - -	- - -	203 10 0	32 5 9
Longtown	- - -	- - -	- - -	147 9 3	157 0 0	19 7 1
Whitehaven	- - -	- - -	- - -	812 2 3	151 13 4	129 17 10
Wigton	984 1 0	- - -	- - -	- - -	180 0 0	19 12 5
	985 6 0	- - -	- - -	959 11 6	947 10 10	221 8 3

COUNTY OF DEVON.

Ashburton	144 13 8	- - -	- - -	66 17 8	150 0 0	7 12 11
Axminster	65 12 3	- - -	- - -	- - -	155 0 0	28 14 10
Barnstaple	42 17 0	7 17 9	535 13 0	- - -	155 0 0	18 0 0
Bideford	- - -	29 1 10	32 2 7	- - -	125 0 0	11 10 10
Chulmleigh	68 3 2	79 13 0	327 17 9	11 12 6	150 0 0	24 5 1
Crediton	136 3 7	16 0 10	83 14 6	- - -	140 0 0	9 10 9
Crockernwell	149 17 6	- - -	- - -	190 10 10	140 0 0	40 10 4
Cullompton	- - -	- - -	- - -	- - -	175 0 0	12 6 7
Ermington and Plympton	154 2 1	121 1 0	- - -	168 1 6	200 0 0	25 0 4
Great Torrington	- - -	220 10 4	31 1 6	- - -	145 0 0	8 10 4
Hatherleigh	93 19 11	18 1 4	- - -	198 10 11	125 0 0	8 10 7
Holsworthy	37 13 8	- - -	- - -	- - -	120 0 0	7 11 4
Honiton	- - -	- - -	- - -	- - -	150 0 0	16 1 6
Ilfracombe	- - -	- - -	271 6 10	189 0 6	125 0 0	17 5 9
Kingsbridge	135 1 10	763 16 5	- - -	- - -	120 0 0	20 15 8
Lifton	- - -	- - -	- - -	187 8 9	150 0 0	12 2 9
Midland Roborough	- - -	- - -	- - -	103 19 4	145 0 0	11 17 4
Newton Abbot	147 11 0	- - -	- - -	287 2 6	187 10 0	24 17 8
Ottery	- - -	- - -	- - -	- - -	80 0 0	6 3 4
Southmolton	- - -	- - -	416 3 1	70 3 11	160 0 0	20 0 0
Tavistock	386 6 9	- - -	- - -	1,335 18 7	245 0 0	23 18 1
Tiverton	14 19 6	- - -	421 15 8	137 18 8	145 0 0	11 15 10
Totnes	- - -	12 2 0	- - -	- - -	130 0 0	33 2 4
Wonford	58 10 0	- - -	81 2 5	- - -	190 0 0	82 11 0
Woodbury	- - -	- - -	- - -	19 0 0	94 0 0	4 17 6
	1,635 11 11	1,268 4 6	2,200 17 4	2,966 5 8	3,701 10 0	487 12 8

(Continued from page 39.)

COUNTY OF CORNWALL—*continued.*

				BALANCE, 31st December 1874.		DEBTS.		
Interest of Debt.	Principal Repaid.	Other Payments.	Total Expenditure.	In hand.	Overspent.	Principal Unpaid.	Average Rate of Interest per Cent.	Unpaid Interest.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£	£ s. d.
- -	- - -	21 17 10	4,242 18 11	779 13 10	12 18 3	—	—	—
- -	- - -	1 14 0	3,040 4 3	216 13 3	46 8 6	—	—	—
- -	- - -	15 18 3	2,232 10 0	190 19 3	59 12 2	—	—	—
- -	- - -	37 13 8	1,630 5 3	97 14 8	114 8 6	—	—	—
- -	- - -	- - -	1,728 11 3	364 5 1	0 7 2	—	—	—
- -	- - -	46 19 2	1,237 9 1	173 13 7	14 12 2	—	—	—
- -	- - -	- - -	2,119 8 2	223 17 1	128 17 7	—	—	—
- -	- - -	- - -	1,351 17 10	165 0 1	6 6 10	—	—	—
5 11 10	16 8 2	258 12 7	34,211 0 6	3,263 10 3	1,151 2 11	95 8 0	—	—

COUNTY OF CUMBERLAND.

- -	- - -	5 0 0	241 0 10	22 1 7	—	—	—	—
- -	- - -	8 2 9	660 15 9	97 10 6	32 8 4	—	—	—
9 9 0	30 0 0	8 14 7	1,466 10 5	224 4 0	106 2 6	180 0 0	4½	—
- -	- - -	- - -	2,234 0 7	714 1 6	70 6 7	—	—	—
- -	- - -	4 1 8	1,288 19 9	278 13 9	116 13 6	—	—	—
- -	- - -	41 14 8	3,332 12 0	427 6 10	473 12 9	—	—	—
- -	- - -	5 0 0	2,704 17 1	597 10 8	331 9 11	—	—	—
9 9 0	30 0 0	72 13 8	11,928 16 6	2,361 8 10	1,130 13 7	180 0 0	—	—

COUNTY OF DEVON.

16 14 2	22 10 0	4 2 2	1,554 14 3	82 1 0	6 19 1	405 0 0	4	—
7 9 3	31 8 6	- - -	1,269 1 6	145 19 6	4 15 11	125 14 6	5	—
- -	- - -	- - -	2,048 16 4	403 9 2	39 4 0	—	—	—
- -	- - -	4 13 6	1,534 6 7	199 14 0	66 0 5	—	—	—
11 5 10	12 15 4	- - -	2,326 4 9	346 9 8	45 4 8	213 7 10	5	—
- -	- - -	- - -	2,305 6 3	42 11 2	108 7 1	—	—	—
- -	- - -	- - -	2,017 8 4	192 5 6	69 15 3	—	—	—
- -	- - -	43 19 6	1,648 2 1	638 19 2	15 8 5	—	—	—
- -	- - -	- - -	2,923 8 7	144 13 10	8 4 10	—	—	—
- -	- - -	2 2 0	1,422 17 9	160 13 2	5 11 10	—	—	—
- -	- - -	- - -	1,741 13 3	365 13 8	- - -	—	—	—
- -	- - -	- - -	2,079 3 8	367 3 9	3 0 9	—	—	—
- -	- - -	- - -	1,006 13 8	269 3 8	28 7 5	—	—	—
- -	- - -	- - -	1,232 9 11	136 7 10	11 11 0	—	—	—
- -	- - -	2 0 0	2,966 19 1	527 19 10	0 7 3	—	—	—
- -	- - -	18 4 6	1,719 5 8	38 2 1	164 5 6	—	—	—
- -	- - -	49 6 3	1,965 4 3	109 8 6	134 3 10	—	—	—
- -	- - -	- - -	1,938 2 5	162 7 2	165 1 4	—	—	—
- -	- - -	- - -	579 3 6	32 10 8	- - -	—	—	—
23 15 1	21 13 3	0 6 0	2,760 7 7	243 13 6	352 5 8	577 10 4	4	—
- -	- - -	3 10 5	3,666 6 11	91 12 1	104 8 2	—	—	—
- -	- - -	- - -	2,029 2 6	291 5 7	14 11 0	—	—	—
- -	- - -	- - -	1,735 14 7	141 15 10	35 14 4	—	—	—
- -	- - -	159 11 6	2,752 5 7	240 7 0	432 18 7	—	—	—
- -	- - -	- - -	1,130 3 4	53 17 9	91 4 1	—	—	—
59 4 4	88 7 1	287 15 10	48,353 2 4	5,428 5 1	1,907 10 5	1,321 12 8	—	—

COUNTY OF DORSET.

Rateable Value.	NAME OF DISTRICT.	No. of Returns.	MILEAGE. Parish Highways.	MILEAGE. District Roads (late Turnpike).	BALANCE, 31st December 1873. In Hand.	BALANCE, 31st December 1873. Overspent.	Rates or Assessments.	From Turnpike Trusts.
£			M. F.	M. F.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
52,705	Blandford	31	107 3	7 0	232 14 5	103 17 3	786 13 4	- - -
122,302	Bridport	46	303 0	15 6	421 15 7	943 6 10	6,477 13 4	- - -
54,634	Cerne	25	126 5	15 4	463 10 3	0 17 8	1,113 8 0	33 12 3
143,692	Dorchester	62	266 7	23 4	297 3 1	200 8 2	2,519 17 8	- - -
84,338	Shaftesbury	24	153 1	30 2	223 11 5	159 6 5	3,592 0 0	- - -
54,182	Sherborne	26	147 1	2 3	153 17 6	99 14 5	889 10 0	17 16 11
75,825	Sturminster	21	144 4	- -	459 3 4	15 13 7	2,111 5 0	- - -
68,879	Wareham	28	179 0	9 0	133 5 11	160 4 2	1,128 3 6	- - -
94,985	Wimborne	34	265 3	9 1	146 12 10	267 14 6	1,417 6 8	- - -
751,542		297	1,693 0	112 4	2,531 14 4	1,951 3 0	20,035 17 6	51 9 2

COUNTY OF DURHAM.

315,760	Auckland	39	181 2	34 4	1,755 6 0	355 6 7	6,399 6 2	- - -
74,329	Barnard Castle	23	120 0	23 0	146 4 6	133 17 9	1,887 0 0	70 14 0
114,272	Castle Eden and Seaham	19	61 1	- -	128 3 6	162 17 0	1,644 5 1	- - -
135,517	Darlington	32	81 4	45 0	446 3 2	14 15 4	2,179 5 0	227 1 4
435,634	Durham & Chester-le-Street	42	179 2	36 3	746 18 10	48 16 5	6,908 0 1	- - -
138,573	Gateshead and SouthShields	12	59 5	16 1	666 8 3	513 3 9	3,913 10 4	- - -
169,407	Houghton-le-Spring and Sunderland	27	85 0	8 3	164 15 0	283 0 6	4,910 0 0	- - -
153,514	Lanchester	18	193 3	32 4	444 11 11	424 17 10	4,409 0 0	12 17 2
155,209	Stockton and Hartlepool	42	139 4	3 5	432 18 8	61 7 0	3,024 0 0	47 12 6
61,562	Weardale	13	82 2	23 3	96 15 7	19 16 3	2,947 19 4	7 14 0
1,753,777		267	1,182 7	222 7	5,028 5 5	2,017 18 5	38,222 6 0	365 19 0

COUNTY OF ESSEX.

70,904	Bardfield	14	152 2	- -	386 6 3	161 5 0	1,980 0 0	- - -
98,699	Billericay	25	175 2	- -	1,106 14 11	45 11 5	2,563 0 0	- - -
147,308	Chelmsford	30	287 2	23 4	582 15 0	60 3 10	3,678 10 0	- - -
74,896	Dunmow	22	187 4	7 7	248 9 9	18 9 3	1,724 0 0	- - -
118,567	Hedingham	36	216 4	34 4	304 15 0	286 6 11	3,376 2 2	- - -
121,731	Rochford	27	130 4	14 3	934 4 9	211 17 10	2,442 1 0	- - -
62,259	Romford	8	85 4	3 4	356 17 6	85 7 8	2,132 0 0	- - -
131,286	Winstree and Lexden	37	256 1	19 0	740 16 11	56 12 8	2,746 7 6	- - -
825,650		199	1,490 7	102 6	4,661 0 1	925 14 7	20,642 0 8	- - -

COUNTY OF GLOUCESTER.

28,232	Badgworth	9	59 0	17 6	17 3 1	323 11 1	1,735 0 0	52 0 0
33,181	Bishop's Cleeve	8	55 0	8 1	- - -	326 11 1	1,330 0 0	3 8 10
63,106	Campden	20	99 5	6 6	188 16 4	46 1 4	2,829 10 0	124 0 0
80,646	Cirencester	32	199 5	6 2	1,343 17 4	24 12 2	2,657 10 0	797 7 8
38,477	Dursley	8	42 2	20 1	26 19 6	41 19 1	1,143 0 0	173 19 1
53,162	Fairford	13	117 0	3 6	379 4 1	46 8 3	1,835 0 0	243 8 8
64,254	Gloucester	24	68 4	*18 4	842 11 6	87 18 1	2,991 13 6	- - -
111,824	Lawford's Gate	11	119 7	34 0	545 9 7	71 8 1	4,047 11 10	- - -
37,297	Lydney	7	52 3	13 1	76 11 4	102 15 5	1,045 0 0	- - -
41,691	Moreton-in-Marsh	18	71 6	- -	238 10 6	27 0 11	1,265 14 11	- - -
52,305	Newent	12	118 0	24 7	149 12 6	119 15 1	1,683 19 8	- - -
61,663	Northleach	24	175 1	21 2	395 4 5	46 10 5	2,034 0 0	- - -

* Estimated.

COUNTY OF DORSET.

RECEIPTS.			EXPENDITURE.				
Money Borrowed.	Other Receipts.	Total Receipts.	Manual Labour, including Contract Work.	Team Labour.	Materials.	Tradesmen's Bills.	Law Charges.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
- - -	0 15 6	787 8 10	448 2 2	117 10 9	49 8 7	14 0 0	- - -
- - -	445 6 10	6,923 0 2	1,424 13 6	632 4 10	1,179 12 2	103 16 8	8 12 4
- - -	0 11 8	1,147 11 11	434 7 3	253 17 3	292 17 11	54 2 3	- - -
- - -	- - -	2,519 17 8	848 3 11	568 8 5	540 1 11	65 8 10	- - -
- - -	66 13 9	3,658 13 9	897 2 1	754 18 2	421 12 10	87 11 4	- - -
- - -	27 2 0	934 8 11	472 3 7	139 10 2	51 12 9	12 2 1	- - -
- - -	45 7 0	2,156 12 0	963 5 9	540 18 9	219 8 0	24 17 10	28 19 0
- - -	7 13 1	1,135 16 7	562 13 1	203 6 10	0 12 0	21 1 1	- - -
- - -	241 1 4	1,658 8 0	551 2 3	373 17 4	44 0 9	51 6 8	17 7 10
- - -	834 11 2	20,921 17 10	6,601 13 7	3,584 12 6	2,799 6 11	434 6 9	54 19 2

COUNTY OF DURHAM.

- - -	295 8 5	6,694 14 7	1,603 18 8	950 15 4	1,154 13 3	19 2 5	- - -
- - -	1 17 9	1,959 11 9	762 13 5	317 15 10	114 13 5	9 11 3	- - -
200 0 0	5 16 8	1,850 1 9	725 11 3	217 19 9	361 14 11	9 2 0	- - -
- - -	77 1 6	2,483 7 10	585 2 4	17 11 6	585 11 10	71 8 3	- - -
- - -	22 16 6	6,930 16 7	1,392 19 11	906 7 7	1,502 0 5	120 1 5	- - -
- - -	- - -	3,913 10 4	621 19 6	128 10 11	905 3 7	41 17 2	30 0 0
- - -	61 19 3	4,971 19 3	1,259 8 5	676 12 0	852 17 8	51 2 7	- - -
- - -	632 17 6	5,054 14 8	1,479 11 0	491 12 9	850 2 3	34 16 2	- - -
- - -	7 4 6	3,078 17 0	1,023 16 0	592 3 3	1,044 0 11	63 13 7	- - -
- - -	- - -	2,955 13 4	314 14 7	235 19 9	283 19 7	1 1 2	- - -
200 0 0	1,105 2 1	39,893 7 1	9,769 15 1	4,534 8 8	7,654 17 10	421 16 0	30 0 0

COUNTY OF ESSEX.

- - -	27 0 6	2,007 0 6	412 16 8	214 9 3	713 15 3	54 15 7	- - -
- - -	53 13 0	2,616 13 0	504 3 7	663 18 3	326 14 6	124 14 9	- - -
- - -	106 3 1	3,784 13 1	538 0 6	888 16 6	1,058 13 0	140 11 11	- - -
- - -	37 18 3	1,761 18 3	564 11 7	223 13 2	381 16 1	57 13 10	- - -
- - -	65 16 4	3,441 18 6	478 13 8	461 6 3	1,128 3 10	36 11 8	- - -
- - -	31 4 6	2,473 5 6	303 2 10	503 0 0	1,077 3 4	38 2 0	- - -
- - -	14 0 0	2,146 0 0	383 19 6	449 17 3	555 7 2	45 15 11	- - -
- - -	64 11 0	2,810 18 6	396 3 7	534 5 3	487 13 8	147 17 3	2 17 6
- - -	400 6 8	21,042 7 4	3,581 11 11	3,939 5 11	5,729 6 10	646 2 11	2 17 6

COUNTY OF GLOUCESTER.

- - -	5 0 0	1,792 0 0	296 18 7	132 5 9	120 6 4	12 15 4	- - -
- - -	- - -	1,333 8 10	183 11 9	166 6 2	133 16 9	45 2 9	1 1 0
- - -	3 0 7	2,956 10 7	715 13 8	590 9 9	449 4 10	24 5 1	- - -
- - -	67 6 8	3,522 4 4	1,545 10 2	253 19 6	163 0 2	31 17 2	- - -
- - -	1 9 0	1,318 8 1	263 13 8	251 5 4	244 0 7	40 11 7	- - -
- - -	46 3 0	2,124 11 8	1,068 9 8	458 11 7	81 4 10	22 3 8	- - -
- - -	- - -	2,991 13 6	300 13 3	253 13 5	580 19 6	47 9 7	- - -
- - -	106 5 8	4,153 17 6	684 8 8	75 18 6	1,046 2 11	200 17 5	- - -
- - -	32 10 0	1,077 10 0	325 15 11	116 2 2	41 0 11	8 5 0	- - -
- - -	14 0 6	1,279 15 5	761 12 4	102 3 9	134 5 4	26 6 1	- - -
- - -	162 7 1	1,846 6 9	429 19 4	456 5 9	340 6 8	21 15 1	- - -
- - -	5 15 9	2,039 15 9	1,331 14 5	113 0 3	80 13 3	16 16 3	- - -

(Continued on page 44.)

COUNTY OF DORSET.

EXPENDITURE—*continued.*

NAME OF DISTRICT.	Improvements.	Charges on the Common Fund. Contributions (in Money) to Turnpike Trusts.	Repair of existing Turnpike Roads.	Repair of Roads formerly Turnpike.	Salaries.	Other Common Charges.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Blandford	- - -	- - -	- - -	102 14 5	130 0 0	22 18 9
Bridport	743 16 2	112 6 3	800 18 7	185 8 10	330 0 0	167 19 0
Cerne	- - -	- - -	- - -	49 8 3	177 8 0	14 0 4
Dorchester	4 15 0	- - -	108 17 0	239 5 9	275 0 0	33 18 4
Shaftesbury	131 6 3	- - -	- - -	853 0 2	190 0 0	76 15 8
Sherborne	- - -	- - -	- - -	10 0 1	155 0 0	38 16 1
Sturminster	191 6 2	- - -	- - -	- - -	190 0 0	17 11 8
Wareham	- - -	- - -	- - -	38 0 3	160 0 0	27 6 0
Wimborne	- - -	- - -	138 13 5	48 4 10	200 0 0	25 8 6
	1,071 3 7	112 6 3	1,048 9 0	1,526 2 7	1,807 8 0	424 14 4

COUNTY OF DURHAM.

Auckland	247 14 5	- - -	- - -	1,650 7 4	300 0 0	55 10 7
Barnard Castle	- - -	- - -	- - -	378 12 5	165 0 0	10 13 6
Castle Eden and Seaham	185 7 6	- - -	- - -	- - -	170 0 0	40 12 7
Darlington	- - -	- - -	- - -	760 19 0	235 0 0	27 19 7
Durham and Chester-le-Street	- - -	- - -	- - -	2,563 2 2	340 0 0	27 0 4
Gateshead and South Shields	453 19 5	- - -	- - -	1,513 7 1	210 0 0	52 15 8
Houghton-le-Spring and Sunderland	364 15 11	- - -	- - -	882 3 3	330 0 0	61 4 0
Lanchester	832 4 10	- - -	- - -	829 7 10	320 0 0	29 6 9
Stockton and Hartlepool	7 11 5	80 0 0	- - -	125 1 4	251 13 4	32 16 2
Weardale	159 2 9	- - -	- - -	1,513 3 4	147 0 0	7 10 7
	2,250 16 3	80 0 0	- - -	10,216 3 9	2,468 13 4	345 9 9

COUNTY OF ESSEX.

Bardfield	- - -	- - -	- - -	- - -	185 0 0	19 1 5
Billericay	- - -	- - -	- - -	414 15 10	190 0 0	15 2 7
Chelmsford	114 11 8	- - -	- - -	531 13 5	320 0 0	43 7 8
Dunmow	- - -	- - -	- - -	76 7 0	190 0 0	20 11 0
Hedingham	88 1 8	- - -	- - -	774 17 10	265 0 0	- - -
Rochford	19 12 0	- - -	- - -	251 5 7	225 0 0	39 9 5
Romford	97 19 0	- - -	- - -	193 17 4	250 0 0	12 2 5
Winstree and Lexden	467 1 1	- - -	- - -	341 15 11	220 0 0	29 10 11
	787 5 5	- - -	- - -	2,584 12 11	1,845 0 0	179 5 5

COUNTY OF GLOUCESTER.

Badgworth	- - -	- - -	75 13 3	448 19 11	140 0 0	229 5 5
Bishop's Cleeve	- - -	74 4 4	- - -	264 18 2	90 0 0	3 18 7
Campden	- - -	- - -	337 9 1	138 9 3	172 15 10	48 0 8
Cirencester	10 17 0	12 0 0	1,377 9 1	327 6 1	200 0 0	35 11 9
Dursley	- - -	9 15 0	- - -	290 14 10	75 14 4	59 8 3
Fairford	- - -	- - -	504 13 2	71 8 5	150 0 0	4 13 2
Gloucester	- - -	- - -	435 0 3	1,281 16 0	231 12 6	105 11 10
Lawford's Gate	- - -	- - -	- - -	1,660 3 11	342 0 0	69 4 9
Lydney	- - -	- - -	- - -	354 17 5	135 0 0	4 3 0
Moreton-in-Marsh	62 15 11	- - -	- - -	- - -	125 0 0	16 15 0
Newent	- - -	- - -	- -	255 9 9	175 0 0	39 11 9
Northleach	32 0 0	- - -	- - -	759 19 6	180 0 0	3 17 5

(Continued from page 43.)

COUNTY OF DORSET.

Interest of Debt.	Principal Repaid.	Other Payments.	Total Expenditure.	Balance, 31st December 1874. In Hand.	Balance, 31st December 1874. Overspent.	Debts. Principal Unpaid.	Debts. Average Rate of Interest per Cent.	Debts. Unpaid Interest.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£	£ s. d.
- -	- - -	- - -	884 14 8	142 19 0	111 7 8	—	—	—
15 0 0	50 0 0	15 12 3	5,770 0 7	992 11 0	361 2 8	250 0 0	5	—
- -	- - -	29 3 0	1,305 4 3	311 4 6	6 4 3	—	—	—
13 10 5	15 0 0	5 15 6	2,718 5 1	128 0 1	229 12 7	255 0 0	5	—
- -	- - -	13 16 2	3,426 2 8	382 10 8	85 14 7	—	—	—
- -	- - -	- - -	879 4 9	149 17 2	40 9 11	—	—	—
- -	- - -	26 1 11	2,202 9 1	399 10 2	1 17 6	—	—	—
- -	- - -	118 5 6	1,131 4 9	95 16 2	118 2 7	—	—	—
18 0 0	15 0 0	65 14 6	1,548 16 1	115 13 10	127 3 7	285 0 0	6	—
46 10 5	80 0 0	274 8 10	19,866 1 11	2,718 2 7	1,081 15 4	790 0 0	—	—

COUNTY OF DURHAM.

- -	- - -	129 19 5	6,112 1 5	2,326 13 10	344 1 3	—	—	—
- -	- - -	4 13 4	1,763 13 2	234 18 5	26 13 1	—	—	—
- -	- - -	2 14 7	1,713 2 7	256 3 9	153 18 1	200 0 0	5	—
- -	- - -	6 3 3	2,289 15 9	626 19 4	1 19 5	—	—	—
- -	- - -	0 15 2	6,852 7 0	872 17 5	96 5 5	—	—	—
- -	- - -	24 19 9	3,982 13 1	348 16 7	264 14 10	—	—	—
- -	- - -	- - -	4,478 3 10	448 9 8	72 19 9	—	—	—
26 0 1	90 0 0	- - -	4,983 1 8	532 7 10	441 0 9	480 0 0	5	—
19 14 0	24 10 0	- - -	3,265 0 0	346 18 11	161 10 3	369 10 0	5	—
- -	- - -	- - -	2,661 11 9	399 13 7	28 12 8	—	—	—
45 14 1	114 10 0	169 5 6	38,101 10 3	6,393 19 4	1,591 15 6	1,049 10 0	—	—

COUNTY OF ESSEX.

- -	- - -	- - -	1,599 18 2	634 0 2	1 16 7	—	—	—
37 10 0	50 0 0	66 9 3	2,393 8 9	1,293 9 2	9 1 5	900 0 0	5	—
- -	- - -	2 4 0	3,637 18 8	680 11 8	11 6 1	—	—	—
- -	- - -	- - -	1,514 12 8	497 17 6	20 11 5	—	—	—
72 0 0	80 0 0	- - -	3,384 14 11	308 18 7	233 6 11	1,400 0 0	5	—
- -	- - -	0 2 0	2,456 17 2	905 5 3	166 10 0	—	—	—
- -	- - -	10 0 0	1,998 18 7	476 0 0	57 8 9	—	—	—
- -	- - -	1 10 0	2,628 15 2	958 14 5	92 6 10	—	—	—
109 10 0	130 0 0	80 5 3	19,615 4 1	5,754 16 9	592 8 0	2,300 0 0	—	—

COUNTY OF GLOUCESTER.

- -	- - -	- - -	1,456 4 7	137 11 1	108 3 8	—	—	—
- -	- - -	1 0 0	963 19 6	76 8 3	33 10 0	—	—	—
- -	- - -	54 1 9	2,530 9 11	626 7 3	57 11 7	—	—	—
- -	- - -	- - -	3,957 10 11	883 18 7	- - -	—	—	—
- -	- - -	4 1 6	1,239 5 1	92 17 1	28 13 8	—	—	—
- -	- - -	- - -	2,316 4 6	264 2 10	167 19 10	—	—	—
- -	- - -	- - -	3,236 16 4	623 2 5	63 11 10	—	—	—
- -	- - -	- - -	4,078 16 2	645 3 0	96 0 2	—	—	—
- -	- - -	- - -	985 4 5	191 2 5	125 0 11	—	—	—
- -	- - -	17 6 2	1,246 4 7	263 9 4	18 8 11	—	—	—
- -	- - -	96 9 0	1,814 17 4	150 16 1	89 9 3	—	—	—
- -	- - -	- - -	2,518 1 1	150 0 8	279 12 0	—	—	—

COUNTY OF GLOUCESTER—*continued.*

Rateable Value.	NAME OF DISTRICT.	No. of Returns.	MILEAGE.		BALANCE, 31st December 1873.			
			Parish Highways.	District Roads (late Turnpike).	In Hand.	Overspent.	Rates or Assessments.	From Turnpike Trusts.
£			M. F.	M. F.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
111,469	Sodbury	22	174 4	45 1	282 12 3	- - -	5,142 0 0	36 16 9
52,117	Stow-on-the-Wold	23	110 2	1 1	210 15 2	32 9 5	1,368 14 3	- - -
37,159	Stroud	5	78 4	2 0	136 17 2	- - -	1,157 0 0	217 0 6
30,080	Tetbury	11	60 6	9 0	64 19 10	19 3 3	676 0 0	115 1 3
78,707	Thornbury	13	108 1	25 3	894 14 3	- - -	2,491 8 6	212 14 1
84,400	Wheatenhurst	17	70 6	12 2	222 10 7	18 19 11	1,551 0 0	64 1 8
77,606	Winchcomb	28	177 2	31 3	396 9 3	98 19 4	4,400 0 0	- - -
35,508	Wotton-under-Edge	6	52 1	23 2	105 18 7	- - -	992 0 11	40 15 5
1,172,884		311	2,010 3	324 0	6,518 17 3	1,384 2 11	42,376 3 7	2,080 13 11

COUNTY OF HANTS.

46,475	Alresford	19	174 7	19 2	206 3 11	10 14 8	1,080 0 0	- - -
50,104	Alton	23	205 2	16 5	276 1 2	17 17 3	1,776 0 0	- - -
74,761	Andover	27	210 2	30 5	502 5 0	33 16 1	986 0 0	- - -
98,442	Basingstoke	39	232 5	17 5	351 0 10	94 2 3	1,405 0 0	- - -
14,291	Catherington	6	58 4	- -	91 16 11	8 11 6	474 0 0	- - -
47,618	Christchurch	14	102 0	- -	180 10 11	57 8 11	727 4 7	- - -
58,605	Droxford	14	242 2	1 2	462 12 5	18 12 5	1,071 19 0	- - -
53,501	Fareham	8	112 2	- -	156 7 2	- - -	1,346 0 0	- - -
26,267	Fordingbridge	8	51 0	- -	54 13 8	83 12 4	345 0 0	- - -
87,264	Hartley Wintney	18	243 4	37 3	416 4 4	0 17 10	1,536 0 0	- - -
29,225	Havant	5	36 0	5 6	189 2 5	173 2 2	800 0 0	- - -
14,060	Headley	3	75 5	- -	145 7 0	11 4 6	320 0 0	- - -
19,422	Hursley	6	37 1	- -	108 10 1	- - -	158 15 4	- - -
55,127	Kingsclere	17	179 4	- -	300 7 5	18 16 3	744 10 0	- - -
32,276	Lymington	5	*200 0	- -	117 15 2	45 19 1	366 0 0	- - -
59,467	New Forest	9	162 4	20 0	134 12 1	28 3 11	974 0 0	- - -
48,045	Petersfield	13	157 4	26 3	318 5 6	17 13 10	1,672 0 0	- - -
29,193	Ringwood	5	89 4	1 0	85 0 8	26 18 11	426 0 0	- - -
38,170	Romsey	9	73 0	- -	83 13 5	9 2 2	353 0 0	- - -
96,305	South Stoneham	15	80 2	- -	452 5 10	123 2 9	1,004 6 6	- - -
48,201	Stockbridge	18	143 6	11 0	107 4 5	44 15 9	640 10 0	- - -
43,593	Whitchurch	8	106 5	8 3	109 7 8	8 6 11	443 17 0	- - -
78,756	Winchester	19	150 7	10 6	162 2 4	30 16 4	1,220 0 0	9 4 0
1,149,168		308	3,124 6	206 0	5,011 10 4	863 15 10	19,870 2 5	9 4 0

COUNTY OF HEREFORD.

33,810	Bredwardine	11	63 4	5 0	98 12 11	36 19 9	703 0 0	- - -
87,797	Bromyard	33	159 6	16 6	656 6 0	84 2 7	3,171 0 0	- - -
71,586	Dore	26	180 5	23 5	650 0 4	81 12 0	3,725 0 0	- - -
136,129	Hereford	43	181 6	83 5	1,249 11 7	176 18 3	6,003 0 0	- - -
53,890	Kington	13	117 2	- -	162 1 10	50 3 5	1,745 0 0	- - -
98,135	Ledbury	22	144 0	60 0	196 9 5	217 17 3	4,777 0 0	- - -
99,031	Leominster	27	162 1	47 2	493 1 4	291 14 5	3,216 10 0	6 16 0
131,773	Ross	37	220 6	71 3	1,057 11 9	107 3 0	3,823 0 0	- - -
63,355	Weobley	21	101 5	38 5	236 16 5	214 13 7	2,962 0 0	- - -
41,245	Wigmore	15	92 6	20 1	316 13 6	- - -	1,879 0 0	- - -
816,751		248	1,424 1	366 3	5,117 5 1	1,261 4 3	32,004 10 0	6 16 0

* Approximate.

COUNTY OF GLOUCESTER—*continued.*

CEIPTS.			EXPENDITURE.				
Money Borrowed.	Other Receipts.	Total Receipts.	Manual Labour, including Contract Work.	Team Labour.	Materials.	Tradesmen's Bills.	Law Charges.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
- -	22 17 3	5,201 14 0	2,497 16 9	1 0 6	1 10 0	12 2 9	- - -
10 0 0	12 3 3	1,490 17 6	449 2 3	278 14 4	510 18 1	30 6 4	10 13 0
- -	0 2 0	1,374 2 6	256 1 7	58 10 7	33 1 7	28 19 11	- - -
- -	- -	791 1 3	182 18 3	17 13 2	29 0 2	2 11 0	- - -
- -	41 14 1	2,745 16 8	489 11 7	522 12 6	477 5 7	37 15 4	- - -
- -	3 0 0	1,618 1 8	561 4 0	212 16 9	588 17 5	71 8 7	- - -
- -	3 0 0	4,403 0 0	1,343 9 0	643 13 3	292 3 1	35 19 5	5 2 4
- -	12 4 6	1,045 0 10	353 10 2	123 1 9	60 12 1	35 17 5	- - -
10 0 0	538 19 4	45,105 16 10	14,041 15 0	4,828 4 9	5,408 10 1	753 5 9	16 16 4

COUNTY OF HANTS.

- -	13 2 6	1,093 2 6	438 13 1	102 18 1	108 7 9	48 11 5	- - -
- -	0 9 0	1,776 9 0	640 11 11	469 17 4	215 1 4	94 2 9	- - -
- -	11 2 0	997 2 0	342 4 1	50 16 3	132 11 3	63 11 7	- - -
- -	0 2 0	1,405 2 0	405 3 5	303 0 5	178 1 6	73 12 0	- - -
- -	5 11 1	479 11 1	77 1 0	44 1 9	0 6 0	6 4 2	- - -
- -	4 5 8	731 10 3	271 12 4	265 10 3	70 5 2	85 3 10	- - -
- -	5 15 0	1,077 14 0	307 10 6	117 7 7	175 18 4	37 15 10	- - -
- -	9 0 0	1,355 0 0	164 3 6	143 10 8	265 0 11	63 5 7	- - -
- -	36 11 0	381 11 0	132 2 5	107 7 6	25 18 0	4 13 7	- - -
- -	24 12 6	1,560 12 6	552 14 9	259 4 11	8 8 3	45 9 6	- - -
- -	10 10 9	810 10 9	93 6 2	107 6 0	158 19 10	16 4 11	- - -
- -	- -	320 0 0	159 12 2	48 2 9	58 4 8	15 4 11	- - -
- -	- -	158 15 4	72 19 0	28 17 2	22 11 9	9 12 0	- - -
- -	25 16 8	770 6 8	296 1 9	184 8 0	112 12 10	82 12 3	- - -
- -	8 10 0	374 10 0	65 1 3	186 4 11	56 19 4	76 15 1	- - -
- -	74 7 0	1,048 7 0	308 8 5	222 14 0	68 7 6	119 14 5	- - -
- -	7 9 2	1,679 9 2	379 3 10	207 16 6	513 8 4	90 1 10	- - -
- -	8 0 0	434 0 0	131 15 10	157 5 9	35 7 2	89 4 1	- - -
- -	11 13 3	364 13 3	156 16 4	77 10 7	0 18 10	36 1 4	- - -
- -	36 11 8	1,040 18 2	143 12 8	295 17 3	181 15 10	134 5 0	- - -
- -	7 11 3	648 1 3	296 2 0	159 2 4	4 6 0	43 7 5	- - -
- -	10 8 4	454 5 4	156 10 2	79 1 6	0 15 0	50 12 8	- - -
- -	4 0 0	1,233 4 0	276 3 4	201 9 7	129 18 6	56 3 5	- - -
- -	315 8 10	20,194 15 3	5,867 9 11	3,819 11 1	2,524 4 1	1,342 9 7	- - -

COUNTY OF HEREFORD.

- -	17 11 2	720 11 2	202 12 9	150 17 0	105 11 6	3 19 3	- - -
- -	13 0 0	3,184 0 0	756 14 3	397 7 9	365 10 9	43 0 0	- - -
- -	53 0 0	3,778 0 0	1,569 1 10	555 4 11	349 5 6	25 18 8	- - -
- -	17 3 6	6,020 3 6	1,006 7 3	539 13 2	756 18 3	20 12 0	13 5 0
- -	39 7 11	1,784 7 11	460 18 6	280 13 2	605 18 10	16 1 3	- - -
- -	30 4 10	4,807 4 10	421 7 6	666 0 7	1,154 12 10	9 3 1	- - -
- -	65 19 5	3,289 5 5	918 0 8	549 1 9	575 7 10	44 19 8	2 15 5
- -	28 12 3	3,851 12 3	1,216 17 11	717 17 6	264 0 3	9 11 1	100 15 3
- -	45 15 0	3,007 15 0	568 5 6	239 1 8	478 16 4	20 3 6	- - -
- -	2 10 0	1,881 10 0	816 3 2	247 8 8	100 8 1	41 7 2	- - -
- -	313 4 1	32,324 10 1	7,936 9 4	4,343 6 2	4,756 10 2	234 15 8	116 15 8

(Continued on page 48.)

COUNTY OF GLOUCESTER—*continued.*

NAME OF DISTRICT.	EXPENDITURE—*continued.*																							
	Charges on the Common Fund.																							
	Improvements.			Contributions (in Money) to Turnpike Trusts.			Repair of existing Turnpike Roads.			Repair of Roads formerly Turnpike.			Salaries.			Other Common Charges.							
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Sodbury	155	9	0	-	-	-	64	10	0	2,056	16	11	240	0	0	24	10	2						
Stow-on-the-Wold	96	7	0	-	-	-	-	-	-	2	14	11	165	0	0	16	15	10						
Stroud	-	-	-	79	11	6	639	3	8	-	-	-	140	0	0	8	17	3						
Tetbury	-	-	-	4	10	0	74	3	0	362	15	10	80	0	0	6	17	0						
Thornbury	-	-	-	-	-	-	-	-	-	979	8	9	165	0	0	21	11	6						
Wheatenhurst	-	-	-	7	10	0	-	-	-	80	16	5	142	17	6	16	3	7						
Wincheomb	-	-	-	238	15	9	-	-	-	1,827	10	0	152	17	4	30	6	6						
Wotton-under-Edge	49	8	1	-	-	-	-	-	-	266	14	4	77	12	4	7	15	6						
	406	17	0	426	6	7	3,508	1	6	11,431	0	5	3,180	9	10	752	18	11						

COUNTY OF HANTS.

Alresford	-	-	-	-	-	-	-	-	-	-	-	242	11	8	195	0	0	20	4	8				
Alton	-	-	-	-	-	-	-	-	-	-	-	210	18	6	164	0	0	13	14	4				
Andover	-	-	-	-	-	-	-	-	-	-	-	159	19	5	180	0	0	38	6	3				
Basingstoke	-	-	-	-	-	-	-	-	-	-	-	158	16	5	220	0	0	17	12	10				
Catherington	-	-	-	-	-	-	-	-	-	-	-	202	19	10	60	0	0	-	-	-				
Christchurch	-	-	-	-	-	-	-	-	-	-	-	19	13	10	90	0	0	15	3	7				
Droxford	-	-	-	-	-	-	31	1	0	99	4	1	1	8	3	180	0	0	12	10	0			
Fareham	-	-	-	-	-	-	0	15	0	-	-	-	426	14	6	160	0	0	14	17	7			
Fordingbridge	-	-	-	-	-	-	-	-	-	-	-	-	-	-	85	0	0	4	9	1				
Hartley Wintney	-	-	-	-	-	-	-	-	-	-	-	364	13	0	260	0	0	18	5	1				
Havant	-	-	-	-	-	-	-	-	-	-	-	299	11	3	45	0	0	-	-	-				
Headley	-	-	-	-	-	-	-	-	-	-	-	-	-	-	67	0	0	-	-	-				
Hursley	-	-	-	-	-	-	-	-	-	-	-	-	-	-	45	0	0	3	16	0				
Kingsclere	-	-	-	-	-	-	-	-	-	37	10	0	-	-	-	150	0	0	6	19	6			
Lymington	-	-	-	-	-	-	-	-	-	-	-	-	-	-	123	0	0	9	5	8				
New Forest	-	-	-	-	-	-	-	-	-	-	-	210	0	10	175	0	0	14	0	1				
Petersfield	-	-	-	-	-	-	-	-	-	-	-	326	2	10	175	0	0	34	11	6				
Ringwood	-	-	-	-	-	-	-	-	-	-	-	5	12	9	70	0	0	4	14	3				
Romsey	-	-	-	-	-	-	-	-	-	-	-	-	-	-	75	0	0	7	17	0				
South Stoneham	-	-	-	-	-	-	-	-	-	82	5	0	-	-	-	125	0	0	6	7	6			
Stockbridge	-	-	-	-	-	-	-	-	-	-	-	49	7	8	102	10	0	8	0	0				
Whitchurch	-	-	-	-	-	-	-	-	-	4	13	0	89	4	5	75	0	0	0	12	9			
Winchester	-	-	-	-	-	-	-	-	-	57	10	3	119	11	3	200	0	0	2	17	2			
	-	-	-	31	16	0	281	2	4	2,887	6	5	3,021	10	0	254	4	9						

COUNTY OF HEREFORD.

Bredwardine	-	-	-	-	-	-	-	-	76	10	4	-	-	-	83	16	10	98	0	0	9	2	11	
Bromyard	-	-	-	-	-	-	-	-	-	-	-	562	7	8	576	5	0	175	0	0	9	4	2	
Dore	-	-	-	-	-	-	-	-	-	-	-	-	-	-	984	13	3	237	10	0	24	11	5	
Hereford	-	-	-	-	-	125	0	0	-	-	-	-	-	-	3,577	18	5	320	0	0	52	6	1	
Kington	-	-	-	-	-	-	-	-	163	0	0	-	-	-	-	-	-	130	0	0	9	0	0	
Ledbury	-	-	-	-	-	143	13	8	-	-	-	-	-	-	2,307	10	0	264	0	0	9	5	8	
Leominster	-	-	-	-	-	-	-	-	103	2	11	6	16	0	1,249	18	1	257	0	0	22	7	5	
Ross	-	-	-	-	-	-	-	-	19	2	0	-	-	-	1,980	14	1	280	0	0	32	7	10	
Weobley	-	-	-	-	-	-	-	-	34	11	10	-	-	-	1,532	15	7	180	0	0	2	5	6	
Wigmore	-	-	-	-	-	-	-	-	105	6	4	-	-	-	681	12	4	156	10	0	8	3	9	
	268	13	8	501	13	5	569	3	8	12,975	3	7	2,098	0	0	178	14	3						

(Continued from page 47.)

COUNTY OF GLOUCESTER—*continued.*

Interest of Debt.	Principal Repaid.	Other Payments.	Total Expenditure.	Balance, 31st December 1874. In Hand.	Balance, 31st December 1874. Overspent.	Debts. Principal Unpaid.	Debts. Average Rate of Interest per Cent.	Debts. Unpaid Interest.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£	£ s. d.
- - -	- - -	- - -	5,053 16 1	436 19 5	6 9 3	—	—	—
- - -	- - -	2 11 2	1,563 2 11	180 17 5	74 17 1	110 0 0	5	—
- - -	- - -	- - -	1,244 6 1	266 13 7	—	—	—	—
- - -	- - -	- - -	760 8 5	125 0 3	48 10 10	—	—	—
- - -	- - -	0 13 6	2,693 18 9	946 12 2	—	—	—	—
- - -	- - -	4 0 0	1,685 14 3	226 2 4	90 4 3	—	—	—
- - -	- - -	5 5 0	4,575 1 8	320 12 7	195 4 4	—	—	—
- - -	- - -	- - -	974 11 8	176 7 9	—	—	—	—
- - -	- - -	185 8 1	44,939 14 3	6,784 4 6	1,483 7 7	110 0 0		—

COUNTY OF HANTS.

- - -	- - -	- - -	1,156 6 8	173 3 9	40 18 8	—	—	—
- - -	- - -	- - -	1,808 6 2	281 11 2	55 4 5	—	—	—
- - -	- - -	- - -	967 8 9	515 17 0	17 14 10	—	—	—
- - -	- - -	62 7 6	1,418 14 1	303 14 3	60 7 9	—	—	—
- - -	- - -	- - -	390 12 9	172 15 5	0 11 8	—	—	—
- - -	- - -	- - -	817 9 0	124 16 5	87 13 2	—	—	—
- - -	- - -	- - -	962 15 7	561 7 7	2 9 2	—	—	—
- - -	- - -	1 5 6	1,239 13 3	271 13 11	—	—	—	—
- - -	- - -	0 9 0	359 19 7	18 3 7	25 10 10	—	—	—
- - -	- - -	- - -	1,508 15 6	469 9 7	2 6 1	—	—	—
- - -	- - -	47 16 9	768 4 11	140 17 4	82 11 3	—	—	—
- - -	- - -	- - -	348 4 6	114 16 6	8 18 6	—	—	—
- - -	- - -	2 5 6	185 1 5	82 4 0	—	—	—	—
- - -	- - -	23 3 1	893 7 5	219 11 7	61 1 2	—	—	—
- - -	- - -	0 1 0	517 7 3	4 0 0	75 1 2	—	—	—
- - -	- - -	- - -	1,118 5 3	93 5 6	56 15 7	—	—	—
- - -	- - -	- - -	1,726 4 10	293 14 10	39 18 10	—	—	—
- - -	- - -	3 0 0	496 19 10	26 4 8	31 2 9	—	—	—
- - -	- - -	- - -	354 4 1	98 5 11	13 5 6	—	—	—
- - -	- - -	- - -	969 3 3	426 7 8	25 9 8	—	—	—
- - -	- - -	0 15 6	663 10 11	116 7 4	69 8 4	—	—	—
- - -	- - -	- - -	456 9 6	98 18 3	0 1 8	—	—	—
- - -	- - -	- - -	1,043 13 6	326 6 8	5 10 2	—	—	—
- - -	- - -	141 3 10	20,170 18 0	4,933 12 11	762 1 2	—	—	—

COUNTY OF HEREFORD.

- - -	- - -	- - -	730 10 7	97 1 0	45 7 3	—	—	—
- - -	- - -	1 10 0	2,886 19 7	920 10 10	51 7 0	—	—	—
- - -	- - -	- - -	3,746 5 5	796 15 8	196 12 9	—	—	—
- - -	- - -	23 0 8	6,435 0 10	827 4 3	169 8 3	—	—	—
- - -	- - -	- - -	1,665 11 9	260 2 5	29 7 10	—	—	—
- - -	- - -	1 10 0	4,977 3 4	287 18 0	479 4 4	—	—	—
- - -	- - -	7 18 5	3,737 8 0	182 1 3	428 16 11	—	—	—
- - -	- - -	11 0 7	4,632 6 6	377 10 4	207 15 10	—	—	—
- - -	- - -	0 19 4	3,056 19 3	169 18 3	196 19 8	—	—	—
- - -	- - -	18 8 5	2,175 7 11	96 0 8	73 5 1	—	—	—
- - -	- - -	64 7 5	34,043 13 2	4,015 [illegible] 8	1,878 4 11	—	—	—

COUNTY OF HERTFORD.

Rateable Value.	NAME OF DISTRICT.	No. of Returns.	MILEAGE. Parish Highways.	MILEAGE. District Roads (late Turnpike).	BALANCE, 31st December 1873. In Hand.	BALANCE, 31st December 1873. Overspent.	Rates or Assessments.	From Turnpike Trusts.
£			M. F.	M. F.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
76,406	Buntingford	26	131 3	23 4	62 9 11	243 7 7	2,986 0 0	- -
94,548	Hadham	17	131 7	14 0	319 3 0	39 8 11	2,467 18 4	- -
80,692	Hatfield	12	191 6	7 7	198 3 0	32 6 8	1,717 0 0	165 14
83,817	Hertford	23	138 3	7 2	260 18 4	190 16 10	2,031 0 0	- -
68,266	Hitchin	23	123 2	7 6	579 5 1	18 17 9	1,488 0 0	- -
136,565	St. Albans	13	194 0	10 6	1,084 7 8	17 7 4	2,415 9 2	- -
107,763	Watford	7	*150 0	*6 6	509 1 11	264 12 9	2,438 17 6	92 3
647,457		121	1,060 5	77 7	3,013 8 11	806 17 10	15,544 5 0	257 17

* Approximate.

COUNTY OF HUNTINGDON.

86,649	Hurstingstone	17	76 4	10 3	365 9 6	148 16 10	2,009 0 0	- -
79,489	Leightonstone	31	119 3	10 6	301 4 8	246 19 6	3,181 0 0	- -
90,037	Norman Cross	26	95 1	29 7	495 5 10	170 11 4	4,076 0 0	- -
70,032	Toseland	19	69 3	14 6	424 0 2	47 2 4	1,494 0 0	- -
25,950	Warboys	6	25 6	4 4	394 9 6	- - -	1,143 0 0	- -
352,157		99	386 1	70 2	1,980 9 8	613 10 0	11,903 0 0	- -

COUNTY OF KENT.

72,068	Appledore	16	200 0	9 7	525 13 6	8 18 0	3,263 0 0	- -
85,160	Ashford	24	216 7	25 6	1,594 11 5	- - -	2,850 0 0	- -
129,589	Bearsted	31	347 0	26 0	386 17 6	295 2 6	5,384 0 0	- -
193,344	Bromley	16	163 1	17 2	642 14 6	445 10 11	6,364 0 0	- -
127,629	Cranbrook	13	175 2	52 2	643 3 10	5 16 6	7,160 0 0	209 19 0
193,038	Dartford	20	245 4	27 0	1,942 19 4	- - -	4,647 0 0	- -
63,593	Elham	23	264 2	5 0	753 7 5	23 4 3	2,932 10 0	- -
206,062	Faversham	42	291 2	29 2	1,169 16 2	103 0 6	4,043 0 0	- -
113,985	Home	26	188 1	17 5	635 12 8	34 9 9	2,983 0 0	- -
29,043	Hoo	7	53 0	- -	121 16 9	10 5 10	1,446 9 9	- -
143,988	Malling	24	176 0	30 2	552 1 5	140 8 5	6,134 0 0	136 5 0
84,161	New Romney	20	140 2	- -	782 14 3	- - -	3,062 0 0	- -
132,137	Rochester	19	153 6	8 6	146 8 8	751 16 5	4,181 0 0	- -
86,964	Sevenoaks	10	188 5	27 1	372 9 2	- - -	2,506 10 2	- -
30,071	Sheppey	7	38 2	- -	140 15 0	76 6 4	995 0 0	- -
110,507	Thanet, Isle of	10	121 3	0 3	851 9 8	1 11 0	2,526 0 0	- -
127,899	Tonbridge	16	187 7	27 6	315 8 5	499 6 0	7,192 14 9	133 13
175,128	Wingham	53	381 2	18 1	845 12 5	111 10 7	3,240 17 11	- -
2,104,366		377	3,531 6	322 3	12,423 12 1	2,507 7 0	70,911 2 7	479 17

COUNTY OF LANCASTER.

37,257	Childwall	5	51 0	- -	894 18 11	198 2 9	1,482 0 0	- -
97,319	Garstang	23	210 5	- -	537 2 1	21 14 0	2,673 11 6	- -
184,918	Leyland	35	265 0	41 7	2,162 4 9	95 0 3	10,649 0 0	1,397 16 7
85,540	Ormskirk	7	85 4	6 0	322 16 0	220 10 10	3,633 0 0	- -
87,144	Prescot	6	51 1	11 5	587 2 11	505 19 5	3,647 0 0	- -
40,088	Sefton	9	68 7	1 6	964 12 0	6 5 11	2,182 0 0	0 4 4
77,355	Southport	7	192 0	3 2	527 4 8	1,041 14 8	3,788 12 11	- -
92,363	Warrington	14	101 2	3 3	377 6 11	127 13 5	3,622 0 0	- -
701,984		106	1,025 3	67 7	6,373 8 3	2,217 1 3	31,677 4 5	1,398 0

COUNTY OF HERTFORD.

RECEIPTS.			EXPENDITURE.				
Money Borrowed.	Other Receipts.	Total Receipts.	Manual Labour, including Contract Work.	Team Labour.	Materials.	Tradesmen's Bills.	Law Charges.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
- - -	- - -	2,986 0 0	611 15 5	357 12 5	695 6 9	165 11 3	- - -
400 0 0	21 11 0	2,889 9 4	659 17 3	10 15 3	669 15 1	188 6 3	127 14 9
- -	12 17 7	1,895 12 3	655 17 4	107 13 6	290 1 8	137 11 9	- - -
- -	5 0 0	2,036 0 0	560 9 7	124 10 9	362 14 6	92 3 5	- - -
- -	8 0 2	1,496 0 2	488 12 7	264 19 5	566 13 1	26 16 4	- - -
- -	59 0 6	2,474 9 8	1,020 14 0	434 7 2	607 7 3	550 7 3	5 12 6
- -	138 3 1	2,669 3 8	520 8 4	398 17 11	388 1 0	158 16 1	- - -
400 0 0	244 12 4	16,446 15 1	4,517 14 6	1,698 16 5	3,579 19 4	1,319 12 4	133 7 3

COUNTY OF HUNTINGDON.

- -	65 3 3	2,074 3 3	765 19 8	354 10 3	603 11 1	170 4 2	- - -
- -	75 19 8	3,256 19 8	548 7 3	393 15 0	935 12 4	62 12 0	- - -
- -	44 3 4	4,120 3 4	492 7 4	319 5 8	1,600 6 3	29 5 6	- - -
- -	218 2 9	1,712 2 9	291 13 7	364 14 2	593 8 10	62 6 4	- - -
- -	- - -	1,143 0 0	280 17 10	455 12 10	323 16 8	59 10 4	21 11 8
- -	403 9 0	12,306 9 0	2,379 5 8	1,887 17 11	4,056 15 2	383 18 4	21 11 8

COUNTY OF KENT.

- -	- - -	3,263 0 0	539 4 10	859 19 0	1,413 13 8	25 12 6	- - -
- -	26 0 0	2,876 0 0	678 1 10	505 10 0	937 16 11	100 14 7	- - -
- -	41 5 9	5,425 5 9	1,413 1 2	375 14 7	1,306 16 8	339 1 11	- - -
- -	133 14 0	6,497 14 0	1,304 12 11	937 2 11	1,310 7 7	310 4 5	135 5 10
- -	104 18 6	7,474 17 6	1,232 3 0	1,852 3 10	1,020 12 1	170 7 6	- - -
- -	54 0 0	4,701 0 0	1,387 9 10	428 13 9	1,174 2 11	201 14 10	250 0 0
- -	- - -	2,932 10 0	1,140 8 6	506 9 0	921 4 5	34 8 6	- - -
- -	42 0 0	4,085 0 0	1,403 18 0	55 18 2	1,463 19 1	74 12 4	35 4 4
- -	49 2 5	3,032 2 5	944 2 0	390 8 0	640 13 1	84 6 10	- - -
- -	- - -	1,446 9 9	237 18 9	308 5 6	844 19 5	53 19 6	- - -
- -	325 7 8	6,595 12 8	1,107 13 7	767 6 11	1,450 13 8	356 10 2	- - -
- -	5 16 3	3,067 16 3	820 8 6	36 1 0	1,731 0 2	144 2 8	- - -
- -	28 0 0	4,209 0 0	672 13 9	214 18 8	1,651 11 5	50 7 11	- - -
- -	121 16 10	2,628 7 0	901 12 8	397 3 6	356 19 0	60 14 5	6 7 4
- -	- - -	995 0 0	227 11 4	- - -	572 8 3	13 9 7	- - -
- -	0 4 4	2,526 4 4	495 8 9	424 10 1	1,015 7 6	42 14 5	- - -
- -	60 6 10	7,386 15 1	994 5 0	2,226 4 5	1,169 4 6	396 10 1	- - -
- -	0 0 4	3,240 18 3	1,177 6 6	343 18 1	996 11 4	122 17 0	- - -
- -	992 12 11	72,383 13 0	16,678 0 11	10,630 7 5	19,978 1 8	2,582 9 2	426 17 6

COUNTY OF LANCASTER.

- -	- - -	1,482 0 0	775 19 8	216 13 5	240 15 9	22 9 6	- - -
- -	- - -	2,673 11 6	1,522 8 4	422 1 10	765 12 10	155 7 7	1 14 8
- -	80 0 3	12,126 16 10	2,430 18 5	1,580 12 7	1,761 1 6	166 1 7	- - -
- -	18 19 9	3,651 19 9	850 17 10	527 6 4	1,642 2 8	26 3 2	4 16 9
- -	- - -	3,647 0 0	829 9 5	201 1 8	133 18 7	52 2 2	1 7 4
- -	14 18 4	2,197 2 8	401 9 1	400 19 8	672 1 11	255 5 5	- - -
- -	3 13 0	3,792 5 11	1,186 19 5	791 15 2	1,793 8 7	35 6 9	- - -
- -	125 19 0	3,747 19 0	1,366 16 1	839 3 10	1,016 15 4	249 6 5	21 17 7
- -	243 10 4	33,318 15 8	9,364 18 3	4,979 14 6	8,025 17 2	962 2 7	29 16 4

(Continued on page 52.)

COUNTY OF HERTFORD—*continued.*

EXPENDITURE—*continued.*

NAME OF DISTRICT.	Improvements.	Charges on the Common Fund.				
		Contributions (in Money) to Turnpike Trusts.	Repair of existing Turnpike Roads.	Repair of Roads formerly Turnpike.	Salaries.	Other Common Charges.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Buntingford	- - -	- - -	- - -	573 4 3	265 0 0	29 4 5
Hadham	493 2 4	- - -	- - -	435 6 10	265 0 0	40 5 0
Hatfield	- - -	- - -	- - -	165 17 9	230 0 0	15 5 10
Hertford	- - -	- - -	- - -	259 18 8	206 5 0	17 6 3
Hitchin	- - -	48 2 0	- - -	108 19 11	250 0 0	3 15 0
St. Albans	- - -	- - -	- - -	145 13 3	275 0 0	20 6 1
Watford	- - -	- - -	- - -	502 18 3	205 0 0	6 4 0
	493 2 4	48 2 0	- - -	2,191 18 11	1,696 5 0	132 6 7

COUNTY OF HUNTINGDON.

Hurstingstone	- - -	- - -	38 2 7	117 16 6	143 6 8	32 15 0
Leightonstone	- - -	25 0 0	405 0 2	281 8 7	200 0 0	15 9 10
Norman Cross	197 4 0	- - -	- - -	1,391 8 7	210 0 0	25 6 4
Toseland	- - -	- - -	67 10 0	210 8 1	130 0 0	7 0 6
Warboys	- - -	- - -	- - -	5 17 4	55 0 0	14 15 6
	197 4 0	25 0 0	510 12 9	2,006 19 1	738 6 8	95 7 2

COUNTY OF KENT.

Appledore	105 12 1	53 0 3	- - -	278 8 5	240 0 0	38 9 6
Ashford	32 14 6	96 14 9	- - -	538 10 3	375 0 0	18 17 9
Bearsted	- - -	134 15 0	- - -	1,476 10 0	440 0 0	- - -
Bromley	- - -	- - -	- - -	1,820 9 6	296 0 0	105 10 3
Cranbrook	- - -	339 0 11	87 11 10	2,317 18 11	300 0 0	17 19 7
Dartford	- - -	- - -	- - -	1,118 12 8	200 0 0	33 0 10
Elham	51 3 5	58 17 7	- - -	114 6 6	290 0 0	17 3 6
Faversham	290 3 1	5 18 6	- - -	915 2 10	478 0 0	38 17 7
Home	66 18 0	- - -	- - -	473 9 8	312 10 0	82 17 6
Hoo	- - -	- - -	- - -	- - -	125 0 0	38 3 11
Malling	- - -	91 1 3	136 5 0	1,902 5 8	355 0 0	222 10 7
New Romney	- - -	- - -	- - -	- - -	211 0 0	25 4 10
Rochester	72 13 0	33 6 7	- - -	336 17 5	250 0 0	31 19 5
Sevenoaks	- - -	- - -	- - -	1,027 6 0	310 0 0	24 11 6
Sheppey	- - -	- - -	- - -	- - -	176 10 9	18 3 8
Thanet, Isle of	- - -	- - -	267 14 6	- - -	175 0 0	22 5 3
Tonbridge	107 5 0	57 0 0	750 7 11	1,756 0 4	350 0 0	37 0 6
Wingham	- - -	28 5 5	- - -	285 15 8	365 0 0	46 5 5
	726 9 1	898 0 3	1,241 19 3	14,361 13 10	5,249 0 9	819 1 7

COUNTY OF LANCASTER.

Childwall	233 14 8	- - -	- - -	- - -	200 0 0	7 18 0
Garstang	- - -	- - -	- - -	- - -	145 0 0	21 9 6
Leyland	- - -	141 17 2	435 2 11	2,777 9 10	400 0 0	126 3 11
Ormskirk	- - -	- - -	- - -	346 2 5	185 0 0	13 16 2
Prescot	- - -	- - -	- - -	1,804 13 3	265 0 0	22 8 9
Sefton	203 9 6	- - -	150 17 1	- - -	140 0 0	36 17 6
Southport	- - -	- - -	- - -	82 7 4	190 0 0	57 19 6
Warrington	- - -	- - -	- - -	304 5 6	250 0 0	101 6 0
	437 4 2	141 17 2	586 0 0	5,314 18 4	1,775 0 0	387 19 4

(Continued from page 51.)

COUNTY OF HERTFORD—*continued.*

Interest of Debt.	Principal Repaid.	Other Payments.	Total Expenditure.	Balance, 31st December 1874. In Hand.	Balance, 31st December 1874. Overspent.	Debts. Principal Unpaid.	Debts. Average Rate of Interest per Cent.	Debts. Unpaid Interest.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£	£ s. d.
- - -	- - -	0 3 6	2,697 18 0	194 5 9	87 1 5	—	—	—
- -	- - -	109 18 4	3,000 1 1	215 3 2	46 0 10	400 0 0	5	—
- -	- - -	63 11 6	1,665 19 4	396 1 9	0 12 6	—	—	—
- -	- - -	1 8 0	1,624 16 2	524 7 11	43 2 7	—	—	—
- -	- - -	3 1 2	1,760 19 6	320 2 3	24 14 3	—	—	—
- - -	- - -	- - -	3,059 7 6	852 4 8	370 2 2	—	—	—
2 16 0	56 0 0	- - -	2,239 1 7	772 19 4	98 8 1	—	—	—
2 16 0	56 0 0	178 2 6	16,048 3 2	3,275 4 10	670 1 10	400 0 0	—	—

COUNTY OF HUNTINGDON.

26 5 0	50 0 0	- - -	2,302 10 11	109 0 2	120 15 2	835 0 0	5	—
19 9 4	15 7 2	1 12 0	2,903 13 8	499 15 11	92 4 9	309 2 6	6	—
85 9 7	105 10 0	42 14 5	4,498 17 8	207 3 9	261 3 7	1,820 10 0	5	9 13 4
- -	- - -	32 4 5	1,759 5 11	353 15 3	24 0 7	—	—	—
- -	- - -	4 0 0	1,221 2 2	342 2 7	25 15 3	—	—	—
31 3 11	170 17 2	80 10 10	12,685 10 4	1,511 17 8	523 19 4	2,964 12 6	—	9 13 4

COUNTY OF KENT.

- -	- - -	0 8 6	3,554 8 9	237 16 10	12 10 1	—	—	—
- -	- - -	- - -	3,284 0 7	1,187 14 4	1 3 6	—	—	—
- -	- - -	64 16 8	5,550 16 0	563 13 2	597 8 5	—	—	—
- -	- - -	4 0 0	6,223 13 5	992 6 4	521 2 2	—	—	—
- -	- - -	2 4 0	7,340 1 8	772 17 2	0 14 0	—	—	—
- -	- - -	- - -	4,793 14 10	1,850 4 6	—	—	—	—
- -	- - -	- - -	3,134 1 5	617 13 5	89 1 8	—	—	—
- -	- - -	30 0 0	4,791 13 11	516 1 0	155 19 3	—	—	—
- -	- - -	0 3 6	2,995 8 7	646 0 7	8 3 10	—	—	—
- -	- - -	27 11 9	1,635 18 10	70 5 10	148 4 0	—	—	—
- -	- - -	122 1 0	6,511 7 10	721 3 0	225 5 2	—	—	—
- -	- - -	7 18 9	2,975 15 11	874 14 7	—	—	—	—
1 19 8	27 10 0	13 19 1	3,367 16 11	400 15 5	165 0 1	495 0 0	5	—
- -	- - -	22 16 11	3,107 11 4	206 19 9	313 14 11	—		—
- -	- - -	- - -	1,008 3 7	251 19 8	200 14 7	—	—	—
- -	- - -	11 11 5	2,454 11 11	921 11 1	—	—	—	—
37 5 0	95 0 0	1 15 7	8,007 18 4	393 3 10	1,198 4 8	1,265 0 0	5	—
- -	- - -	- - -	3,365 19 5	675 10 6	66 9 10	—	—	—
79 4 8	122 10 0	309 7 2	74,103 3 3	11,900 11 0	3,703 16 2	1,760 0 0	—	—

COUNTY OF LANCASTER.

98 0 1	115 8 10	- - -	1,910 19 11	446 6 7	178 10 4	1,967 13 10	5	—
- -	- - -	1 12 4	3,035 7 1	232 2 0	78 9 6	—	—	—
66 15 6	- - -	216 14 9	10,102 18 2	4,091 3 2	- - -	1,550 0 0	5	—
- -	- - -	16 6 10	3,612 12 2	227 12 3	85 19 6	—	—	—
23 4 5	160 0 0	2 0 0	3,595 5 7	608 1 2	475 3 3	2,330 0 0	5	—
34 17 7	215 0 0	9 4 8	2,650 2 5	570 15 9	65 9 5	3,225 0 5	5	—
- -	- - -	- - -	4,137 16 9	222 12 5	1,082 13 3	—	—	—
- -	- - -	85 0 11	4,234 11 8	284 1 10	521 1 0	—	—	—
52 17 7	490 8 10	330 19 6	33,279 13 9	6,632 15 2	2,487 6 3	9,072 14 3	—	—

COUNTY OF LEICESTER.

Rateable Value.	NAME OF DISTRICT.	No. of Returns.	MILEAGE. Parish Highways.	MILEAGE. District Roads (late Turnpike).	BALANCE, 31st December 1873. In Hand.	BALANCE, 31st December 1873. Overspent.	Rates or Assessments.	From Turnpike Trusts.
£			M. F.	M. F.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
70,982	Ashby-de-la-Zouch	28	99 2	9 4	298 13 9	59 12 10	1,164 10 0	- - -
42,726	Belvoir	15	97 3	- -	310 15 3	7 6 9	2,435 0 0	- - -
68,048	East Norton	32	134 0	0 4	138 5 5	147 5 1	2,468 0 0	1 7 4
204,287	Leicester	69	278 3	39 5	564 12 7	18 6 7	4,115 12 0	- - -
128,714	Loughborough	33	246 7	- -	401 8 6	87 5 11	2,865 10 0	- - -
104,018	Lutterworth	34	158 5	13 0	237 6 1	61 12 4	2,190 2 6	- - -
141,145	Market Bosworth	56	212 3	- -	697 4 9	253 10 10	2,702 0 0	- - -
92,198	Market Harborough	25	127 5	- -	31 7 0	395 19 2	2,635 0 0	- - -
132,680	Melton Mowbray	53	319 0	- -	296 8 1	344 2 0	6,059 0 0	- - -
984,798		345	1,673 4	62 5	2,976 1 5	1,375 1 6	26,634 14 6	1 7 4

COUNTY OF LINCOLN.

65,323	Axholme, Isle of	15	115 0	- -	648 7 5	115 17 0	4,443 5 10	- - -
95,902	Gainsborough	34	189 7	1 4	1,525 11 8	479 6 4	6,095 0 0	- - -
161,225		49	304 7	1 4	2,173 19 1	595 3 4	10,538 5 10	- - -

COUNTY OF MIDDLESEX.

233,456	Edgware	8	107 1	20 0	673 10 5	394 12 5	10,247 0 0	- - -

COUNTY OF MONMOUTH.

63,629	Abergavenny	20	143 2	4 0	375 6 6	43 7 3	1,215 6 3	- - -
26,685	Caerleon	8	57 6	- -	72 8 8	90 4 4	928 15 6	- - -
36,399	Chepstow	24	91 7	26 6	175 1 4	125 10 4	1,137 17 1	- - -
45,718	Christchurch	17	103 4	3 0	48 15 1	30 17 1	1,365 0 0	- - -
31,838	Monmouth and Skenfrith	11	104 3	9 1	116 3 1	345 14 5	1,680 0 0	- - -
83,627	Newport	18	139 1	- -	163 9 9	80 17 3	1,571 0 0	- - -
35,844	Pontypool and Usk	18	100 7	10 4	270 9 5	193 10 7	1,292 10 0	- - -
42,064	Raglan and Trelleck	20	153 2	- -	133 1 4	139 3 1	1,345 10 0	- - -
365,804		136	894 0	53 3	1,354 15 2	1,049 4 4	10,535 18 10	- - -

COUNTY OF NORTHAMPTON.

113,368	Brackley	35	131 4	30 3	534 13 8	56 17 3	5,277 0 0	298 10 1
81,445	Brixworth	30	132 2	25 0	28 18 7	741 15 0	4,452 0 0	- - -
135,893	Hardingstone	35	133 6	28 3	1,013 2 11	75 13 4	4,411 0 0	- - -
132,776	Irthlingborough	27	129 4	10 6	70 5 6	307 8 3	3,836 0 0	- - -
119,533	Kettering	35	147 2	20 2	136 13 10	350 18 11	5,449 0 0	20 11 4
97,241	Kingscliffe	39	139 1	20 6	75 7 1	201 5 6	3,871 4 4	- - -
79,663	Little Bowden	24	115 1	9 4	496 6 6	70 14 5	2,281 0 0	- - -
66,981	Thrapston	17	81 5	6 1	165 13 5	146 2 6	3,401 0 0	- - -
122,673	Towcester	40	158 2	9 6	309 5 1	221 14 7	3,659 0 0	- - -
170,418	Weedon	40	207 5	24 3	253 9 9	564 12 6	4,886 0 0	- - -
1,119,991		322	1,376 0	185 2	3,083 16 4	2,737 2 3	41,523 4 4	319 1 5

COUNTY OF LEICESTER.

RECEIPTS.			EXPENDITURE.				
Money Borrowed.	Other Receipts.	Total Receipts.	Manual Labour, including Contract Work.	Team Labour.	Materials.	Tradesmen's Bills.	Law Charges.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
- - -	41 0 3	1,205 10 3	345 1 7	251 8 8	444 2 11	33 1 5	- - -
- - -	2 6 7	2,437 6 7	570 10 8	245 10 4	1,079 17 11	37 10 3	- - -
- - -	13 16 3	2,483 3 7	559 0 8	524 9 7	994 7 7	79 3 11	- - -
165 0 0	36 13 9	5,317 5 9	917 2 6	528 2 2	1,944 10 8	109 15 2	41 3 6
- - -	107 5 9	2,972 15 9	1,001 14 5	567 3 8	1,206 1 10	109 17 6	53 8 6
- - -	109 3 11	2,299 6 5	429 9 2	232 18 4	958 7 10	72 1 1	- - -
- - -	9 17 6	2,711 17 6	758 3 6	460 8 11	1,144 1 6	65 14 6	- - -
- - -	26 14 0	2,661 14 0	396 16 2	298 15 8	1,209 13 10	143 10 8	- - -
- - -	1 0 0	6,060 0 0	1,196 14 9	1,071 1 1	2,890 7 9	222 0 2	- - -
165 0 0	347 18 0	28,148 19 10	6,174 13 5	4,179 18 5	11,871 11 10	872 14 8	94 12 0

COUNTY OF LINCOLN.

- -	- - -	4,443 5 10	1,149 14 9	607 18 8	2,664 18 11	86 9 9	- - -
- -	40 11 4	6,135 11 4	1,453 17 8	823 17 3	3,227 11 9	116 0 6	- - -
- -	40 11 4	10,578 17 2	2,603 12 5	1,431 15 11	5,892 10 8	202 10 3	- - -

COUNTY OF MIDDLESEX.

- -	2,881 13 1	13,128 13 1	1,358 17 6	1,197 2 3	3,145 13 4	548 1 8	628 12 3

COUNTY OF MONMOUTH.

- -	0 6 0	1,215 12 3	542 18 5	128 8 6	114 8 2	19 1 4	- - -
- -	- - -	928 15 6	338 19 10	115 16 3	74 13 7	- - -	- - -
- -	0 9 9	1,138 6 10	385 3 2	125 18 1	31 9 8	7 0 2	- - -
- -	1 8 0	1,366 8 0	1,071 0 1	59 6 0	23 0 3	57 15 6	- - -
- -	47 0 0	1,727 0 0	512 16 11	197 5 3	80 0 0	44 12 7	- - -
- -	- - -	1,571 0 0	612 9 0	253 7 4	321 7 3	24 3 11	- - -
- -	- - -	1,292 10 0	665 11 7	122 17 6	234 6 1	27 6 5	- - -
- -	2 15 3	1,348 5 3	548 16 4	193 14 7	18 13 8	10 10 8	- - -
- -	51 19 0	10,587 17 10	4,677 15 4	1,196 13 6	897 18 8	190 10 7	- - -

COUNTY OF NORTHAMPTON.

- -	19 16 0	5,595 6 1	1,565 0 4	426 10 0	1,057 0 3	76 16 6	- - -
- -	22 3 6	4,474 3 6	608 19 5	613 1 2	1,106 12 5	92 18 10	- - -
- -	18 3 11	4,429 3 11	897 16 5	379 11 6	1,336 13 9	240 1 8	- - -
- -	49 6 2	3,885 6 2	930 19 3	632 7 2	796 5 9	389 19 0	89 14 9
- -	31 7 3	5,500 18 7	677 14 6	664 14 1	1,608 13 10	230 7 3	- - -
- -	61 12 0	3,932 16 4	1,632 0 9	416 5 0	520 13 2	84 15 11	6 11 1
- -	25 10 0	2,306 10 0	474 9 11	240 4 4	945 16 0	111 5 5	- - -
- -	- - -	3,401 0 0	747 12 5	627 3 5	837 9 3	225 1 6	- - -
- -	2 16 6	3,661 16 6	1,160 9 1	620 0 8	1,048 3 7	211 14 10	- - -
- -	49 14 6	4,935 14 6	984 0 6	601 7 4	2,171 4 4	26 11 6	- - -
- -	280 9 10	42,122 15 7	9,679 1 10	5,221 4 8	11,428 12 4	1,689 12 5	96 5 10

(Continued on page 56.)

COUNTY OF LEICESTER—*continued.*

NAME OF DISTRICT.	EXPENDITURE—*continued.*					
	Charges on the Common Fund.					
	Improvements.	Contributions (in Money) to Turnpike Trusts.	Repair of existing Turnpike Roads.	Repair of Roads formerly Turnpike.	Salaries.	Other Common Charges.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Ashby-de-la-Zouch	18 16 6	- - -	- - -	88 12 11	190 0 0	12 2 6
Belvoir	138 8 11	- - -	117 9 0	- - -	160 0 0	10 9 6
East Norton	- - -	- - -	- - -	44 14 4	140 0 0	10 7 9
Leicester	987 4 3	- - -	300 0 0	467 4 9	410 10 0	69 8 1
Loughborough	89 10 9	- - -	- - -	- - -	290 0 0	19 0 10
Lutterworth	210 5 5	115 10 0	49 14 10	209 9 11	240 0 0	33 1 1
Market Bosworth	- - -	- - -	- - -	- - -	255 0 0	244 0 3
Market Harborough	- - -	65 0 0	- - -	- - -	170 0 0	17 5 2
Melton Mowbray	- - -	- - -	- - -	116 6 11	235 0 0	36 2 7
	1,444 5 10	180 10 0	467 3 10	926 8 10	2,090 10 0	451 17 9

COUNTY OF LINCOLN.

Axholme, Isle of	- - -	- - -	- - -	- - -	190 0 0	11 4 5
Gainsborough	18 0 0	- - -	- - -	32 3 8	240 0 0	32 12 6
	18 0 0	- - -	- - -	32 3 8	430 0 0	43 16 11

COUNTY OF MIDDLESEX.

Edgware	174 16 4	- - -	- - -	5,529 0 9	415 0 0	42 14 2

COUNTY OF MONMOUTH.

Abergavenny	43 13 3	- - -	- - -	42 8 0	150 0 0	20 6 7
Caerleon	134 1 9	- - -	- - -	- - -	115 0 0	26 10 1
Chepstow	- - -	- - -	- - -	415 19 3	155 0 0	- - -
Christchurch	- - -	- - -	- - -	98 3 1	140 0 0	12 3 9
Monmouth and Skenfrith	- - -	332 0 0	- - -	189 8 9	125 0 0	13 2 5
Newport	- - -	118 16 5	- - -	- - -	170 0 0	27 3 5
Pontypool and Usk	138 0 8	- - -	- - -	189 4 11	120 0 0	11 3 5
Raglan and Trelleck	103 8 6	94 12 0	- - -	270 11 8	110 0 0	11 9 3
	419 4 2	545 8 5	- - -	1,205 15 8	1,085 0 0	121 18 11

COUNTY OF NORTHAMPTON.

Brackley	- - -	- - -	- - -	972 15 7	240 0 0	56 8 10
Brixworth	- - -	- - -	- - -	994 3 3	230 0 0	25 16 0
Hardingstone	- - -	- - -	- - -	1,795 19 4	215 0 0	22 14 6
Irthlingborough	- - -	- - -	313 0 0	329 14 2	250 0 0	20 14 4
Kettering	- - -	148 4 10	- - -	1,380 2 3	270 0 0	11 17 8
Kingscliffe	- - -	57 18 6	- - -	616 19 11	310 0 0	15 19 1
Little Bowden	- - -	70 14 0	109 2 11	270 3 4	200 0 0	17 6 8
Thrapston	300 0 0	- - -	226 6 2	141 15 9	180 0 0	9 8 6
Towcester	- - -	- - -	- - -	333 12 3	325 0 0	12 4 9
Weedon	203 3 1	- - -	- - -	482 4 10	275 0 0	29 6 4
	503 3 1	276 17 4	648 9 1	7,317 10 8	2,495 0 0	221 16 8

(Continued from page 55.)

COUNTY OF LEICESTER—*continued.*

Interest of Debt.	Principal Repaid.	Other Payments.	Total Expenditure.	Balance, 31st December 1874. In hand.	Balance, 31st December 1874. Overspent.	Debts. Principal Unpaid.	Debts. Average Rate of Interest per Cent.	Debts. Unpaid Interest.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£	£ s. d.
5 14 6	54 4 6	- - -	1,443 5 6	195 0 9	193 15 1	59 8 1	5	—
- -	- - -	1 19 6	2,361 16 1	381 16 4	2 17 4	—	—	—
- -	- - -	- - -	2,352 3 10	235 9 5	113 9 4	—	—	—
- -	- - -	18 11 0	5,793 12 1	447 14 3	377 14 7	1,165 0 0	5	—
- -	- - -	6 13 11	3,343 11 5	350 0 10	406 13 11	—	—	—
- -	- - -	3 8 8	2,554 6 4	130 16 11	210 3 1	—	—	—
- -	- - -	38 10 11	2,965 19 7	539 18 10	350 7 0	—	—	—
- -	- - -	1 9 10	2,302 11 4	242 3 5	247 12 11	—	—	—
- -	- - -	52 0 0	5,819 13 3	346 16 2	154 3 4	—	—	—
5 14 6	54 4 6	122 13 10	28,936 19 5	2,869 16 11	2,056 16 7	1,224 8 1	—	—

COUNTY OF LINCOLN.

- -	- - -	139 12 1	4,849 18 7	217 4 3	91 6 7	—	—	—
- -	- - -	8 7 8	5,952 11 0	1,851 14 2	622 8 6	—	—	—
- -	- - -	147 19 9	10,802 9 7	2,068 18 5	713 15 1	—	—	—

COUNTY OF MIDDLESEX.

- -	- - -	195 7 1	13,235 5 4	1,387 19 11	1,215 14 2	—	—	—

COUNTY OF MONMOUTH.

22 4 0	72 0 0	3 15 6	1,159 3 9	426 1 11	37 14 2	378 0 0	5	—
15 10 0	20 0 0	- - -	840 11 6	122 18 9	52 10 5	290 0 0	5	—
- -	- - -	- - -	1,120 10 4	224 13 0	157 5 6	—	—	—
- -	- - -	- - -	1,461 8 8	21 6 4	98 9 0	—	—	—
- -	- - -	8 7 2	1,502 13 1	113 8 6	118 12 11	—	—	—
- -	- - -	- - -	1,527 7 4	171 18 0	45 12 10	—	—	—
17 4 0	- - -	35 10 7	1,561 5 2	110 13 1	302 9 5	320 0 0	5 & 6	—
- -	- - -	- - -	1,361 16 8	121 1 8	140 14 10	—	—	—
54 18 0	92 0 0	47 13 3	10,534 16 6	1,312 1 3	953 9 1	988 0 0	—	—

COUNTY OF NORTHAMPTON.

- -	- - -	65 6 3	4,459 17 9	1,614 15 7	1 10 10	—	—	—
- -	- - -	10 2 8	3,681 13 9	283 0 8	203 7 4	—	—	—
- -	- - -	51 1 7	4,938 18 9	832 3 6	404 8 9	—	—	—
- -	- - -	- - -	3,752 14 5	107 12 0	212 3 0	—	—	—
- -	- - -	1 13 0	4,993 7 5	334 8 8	41 2 7	—	—	—
20 14 4	42 10 0	35 14 3	3,760 1 3	231 3 7	184 6 11	807 10 0	4½	—
- -	- - -	0 5 0	2,439 7 7	293 13 1	0 18 7	—	—	—
- -	- - -	- - -	3,294 17 0	233 5 7	107 11 8	—	—	—
- -	- - -	- - -	3,711 5 2	314 0 9	275 18 11	—	—	—
- -	- - -	- - -	4,772 17 11	355 12 11	503 19 1	—	—	—
20 14 4	42 10 0	164 2 9	39,805 1 0	4,599 16 4	1,935 7 8	807 10 0	—	—

COUNTY OF NORTHUMBERLAND.

Rateable Value.	NAME OF DISTRICT.	No. of Returns.	MILEAGE. Parish Highways.	MILEAGE. District Roads (late Turnpike).	BALANCE, 31st December 1873. In Hand.	BALANCE, 31st December 1873. Overspent.	Rates or Assessments.	From Turnpike Trusts.
£			M. F.	M. F.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
63,289	Alnwick	35	144 2	8 6	263 15 3	96 11 1	1,662 9 3	- - -
62,760	Belford	36	96 2	2 1	683 6 0	4 9 2	1,170 4 6	- - -
36,296	Bellingham	17	118 1	- -	13 6 9	197 2 1	1,100 0 0	- - -
77,767	Felton	43	154 6	- -	442 8 0	155 13 9	1,781 17 6	- - -
125,164	Glendale	60	201 4	26 7	796 13 4	65 17 10	2,668 3 8	- - -
65,600	Haltwhistle	19	150 2	- -	24 10 6	57 16 10	918 7 6	- - -
91,750	Norham and Islandshires	27	74 2	1 2	388 1 4	106 7 11	2,311 8 10	- - -
46,079	Rothbury	41	113 4	8 4	60 2 0	23 1 3	1,093 0 0	- - -
47,074	Whittingham	35	132 2	5 0	298 9 5	61 2 6	1,568 14 10	- - -
615,779		313	1,185 1	52 4	2,967 12 7	768 2 5	14,274 6 1	- - -

COUNTY OF NOTTINGHAM.

105,111	Bingham	35	171 5	9 0	218 15 3	35 0 1	2,875 0 0	30 12 1
58,362	Mansfield	21	119 6	20 4	27 9 0	108 1 8	1,623 15 0	- - -
138,704	Newark	50	198 5	26 4	869 5 11	151 16 5	4,630 0 0	- - -
119,422	Nottingham	32	*130 2	*- -	926 6 7	443 9 10	2,540 5 3	315 0 0
43,826	Ollerton	18	104 6	4 5	305 16 3	1 10 0	743 10 0	- - -
213,113	Retford	69	311 7	22 6	2,243 8 3	229 17 9	7,418 0 0	26 15 9
86,356	Rushcliffe	28	122 5	8 6	134 6 5	588 8 9	4,016 10 0	81 11 5
94,851	Southwell	33	107 1	29 4	249 18 9	318 13 10	2,175 0 0	- - -
859,745		286	1,266 5	121 5	4,975 6 5	1,876 18 4	26,022 0 3	453 19 3

* District Roads (late Turnpike) included with Parish Highways.

COUNTY OF OXFORD.

86,339	Bampton, East	24	110 7	17 4	1,352 7 10	- - -	2,707 0 0	- - -
54,384	Bampton, West	23	104 1	12 7	799 4 4	- - -	1,839 0 0	205 8 8
90,428	Banbury and Bloxham	33	118 4	13 5	248 10 7	185 10 9	3,428 0 0	- - -
84,876	Bicester	36	150 2	28 2	326 2 0	100 12 1	3,145 0 0	206 1 5
96,120	Bullingdon	49	109 1	19 2	1,079 14 5	82 8 5	2,953 0 0	41 19 2
87,485	Chadlington	43	166 2	- -	276 10 3	2 1 4	1,965 0 0	- - -
81,114	Henley	20	241 3	3 6	496 7 7	3 11 9	1,727 11 1	- - -
85,702	Watlington	39	155 0	8 4	253 7 8	79 4 11	2,837 11 8	- - -
96,736	Wootton	34	126 7	8 2	268 7 0	80 11 0	1,892 0 0	- - -
763,184		301	1,282 3	112 0	5,100 11 8	534 0 3	22,494 2 9	453 9 3

COUNTY OF SALOP.

44,866	Albrighton	11	67 3	6 2	291 4 9	32 5 5	873 10 0	- - -
112,293	Bishop's Castle	29	382 4	- -	326 5 10	628 4 0	3,334 13 11	- - -
85,900	Bridgnorth	25	181 7	15 4	506 16 6	6 3 10	2,450 0 0	85 2 0
48,830	Church Stretton	14	159 2	22 2	166 9 1	40 16 9	1,566 0 0	47 1 10
60,739	Cleobury Mortimer and Kidderminster	19	182 0	7 4	522 10 0	108 12 0	2,254 0 0	- - -
169,601	Condover	37	241 3	12 0	345 19 4	132 12 6	2,581 0 0	1 14 11
105,178	Drayton	11	183 2	13 0	748 17 7	- - -	1,358 10 0	23 19 0
88,372	Ludlow	23	165 7	67 0	299 14 9	97 9 2	3,324 14 3	- - -
58,905	Newport	10	53 0	17 5	149 14 2	5 18 2	714 1 11	- - -
107,575	Oswestry	12	277 4	- -	365 19 5	91 0 7	2,195 12 6	- - -
58,665	Pimhill	12	115 7	- -	285 6 1	- - -	580 0 0	- - -
84,409	Wem	12	176 0	23 0	122 17 3	61 18 11	1,358 0 0	- - -
92,093	Wrekin	13	116 4	39 0	709 11 3	- - -	1,929 14 3	- - -
1,117,426		223	2,302 3	223 1	4,841 6 0	1,205 1 4	24,519 16 10	157 17 9

COUNTY OF NORTHUMBERLAND.

RECEIPTS.			EXPENDITURE.				
Money Borrowed.	Other Receipts.	Total Receipts.	Manual Labour, including Contract Work.	Team Labour.	Materials.	Tradesmen's Bills.	Law Charges.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
- - -	- - -	1,662 9 3	555 4 6	201 17 7	332 13 10	6 4 7	- - -
- - -	4 9 0	1,174 13 6	309 4 3	- - -	934 3 3	20 1 10	- - -
- - -	- - -	1,100 0 0	402 15 4	182 8 8	14 11 1	1 6 6	- - -
- - -	1 0 0	1,782 17 6	439 14 11	- - -	1,042 19 3	33 6 3	- - -
- - -	1 2 6	2,669 6 2	519 7 7	- - -	888 15 0	10 9 4	- - -
- - -	20 0 0	938 7 6	622 4 11	104 6 5	22 0 3	6 14 5	- - -
- - -	- - -	2,311 8 10	228 1 11	- - -	628 19 7	1 2 2	- - -
- - -	- - -	1,093 0 0	663 19 2	150 18 7	20 8 5	3 4 10	- - -
- - -	- - -	1,568 14 10	380 1 5	- - -	297 14 0	- - -	- - -
- - -	26 11 6	14,300 17 7	4,120 14 0	639 11 3	4,182 4 8	82 9 11	- - -

COUNTY OF NOTTINGHAM.

- -	54 11 4	2,960 3 5	1,200 0 9	281 19 10	802 3 9	174 14 0	- - -
- -	- - -	1,623 15 0	742 3 3	228 4 4	208 3 2	35 12 1	- - -
- -	9 0 10	4,639 0 10	1,538 18 1	567 11 0	1,018 15 0	143 0 1	- - -
- -	24 10 3	2,879 15 6	478 1 0	611 18 4	646 11 6	146 8 8	- - -
- -	2 1 6	745 11 6	292 3 2	162 18 2	113 17 4	30 9 6	- - -
- -	32 0 0	7,476 15 9	2,212 0 4	922 2 5	1,621 9 4	160 9 3	32 8 10
- -	29 13 9	4,127 15 2	913 12 1	441 17 10	917 10 4	143 0 5	- - -
- -	0 10 0	2,175 10 0	620 0 5	236 2 11	296 9 7	170 12 8	- - -
- -	152 7 8	26,628 7 2	7,996 19 1	3,452 14 10	5,625 0 0	1,004 7 1	32 8 10

COUNTY OF OXFORD.

- -	8 16 0	2,715 16 0	1,835 2 0	0 6 0	323 17 1	21 17 4	- - -
- -	27 12 9	2,072 1 5	1,185 2 3	133 17 5	51 12 3	12 8 1	- - -
- -	33 16 11	3,461 16 11	729 4 2	340 14 3	810 11 1	72 17 3	- - -
- -	15 4 8	3,366 6 1	2,183 2 4	314 10 9	175 10 9	33 5 5	- - -
- -	- - -	2,994 19 2	1,171 10 8	392 3 5	998 19 8	41 6 1	- - -
- -	18 11 10	1,983 11 10	1,579 2 2	4 6 6	61 19 4	16 17 6	- - -
- -	- - -	1,727 11 1	829 11 7	243 16 6	173 13 5	28 12 1	- - -
- -	35 1 8	2,872 13 4	1,064 14 10	180 9 5	895 2 2	363 4 5	- - -
- -	65 10 8	1,957 10 8	921 15 10	152 10 11	190 13 7	57 8 5	- - -
- -	204 14 6	23,152 6 6	11,499 5 10	1,762 15 2	3,681 19 4	647 16 7	- - -

COUNTY OF SALOP.

- -	- - -	873 10 0	255 15 6	4 16 0	100 17 2	7 2 9	- - -
200 0 0	51 8 1	3,586 2 0	1,339 15 8	240 5 10	260 9 0	55 15 8	- - -
- -	- - -	2,535 2 0	818 6 1	328 12 9	134 5 3	41 2 1	- - -
- -	46 19 3	1,660 1 1	479 17 5	98 18 9	132 16 7	23 4 11	- - -
- -	4 1 0	2,258 1 0	529 12 10	667 15 5	479 0 5	48 4 8	- - -
- -	26 1 6	2,608 16 5	1,217 14 10	402 4 11	599 14 8	42 9 3	- - -
- -	6 2 6	1,388 11 6	496 2 1	181 15 10	419 18 3	24 14 5	19 0 0
- -	13 10 0	3,338 4 3	678 4 5	359 7 0	401 2 4	2 18 7	- - -
- -	8 8 10	722 10 9	145 15 10	182 1 3	29 15 1	5 13 11	- - -
- -	27 19 10	2,223 12 4	923 5 10	244 16 2	812 2 9	4 14 6	7 14 4
- -	- - -	580 0 0	392 15 3	118 5 11	136 1 3	10 1 9	- - -
- -	47 6 4	1,405 6 4	447 16 7	199 10 2	310 14 2	50 14 8	- - -
- -	16 15 0	1,946 9 3	289 2 0	275 3 10	418 11 0	71 17 3	- - -
200 0 0	248 12 4	25,126 6 11	8,014 4 4	3,303 13 10	4,235 7 11	388 14 5	26 14 4

(Continued on page 60.)

COUNTY OF NORTHUMBERLAND—*continued.*

NAME OF DISTRICT.	EXPENDITURE—*continued.*				
	Charges on the Common Fund.				
	Improvements.	Contributions (in Money) to Turnpike Trusts.	Repair of existing Turnpike Roads.	Repair of Roads formerly Turnpike.	Salaries.	Other Common Charges.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Alnwick	8 16 4	- - -	- - -	170 10 1	101 6 10	24 2 0
Belford	35 15 7	- - -	- - -	20 14 10	116 13 4	14 8 11
Bellingham	154 16 0	- - -	- - -	- - -	90 0 0	8 15 10
Felton	- - -	- - -	- - -	- - -	118 11 0	13 0 5
Glendale	52 6 10	690 2 11	- - -	365 2 2	210 0 0	22 16 1
Haltwhistle	- - -	67 11 4	- - -	- - -	85 0 0	7 12 6
Norham and Islandshires	242 5 11	1,134 14 11	- - -	18 5 9	120 0 0	16 17 10
Rothbury	- - -	- - -	- - -	115 1 4	80 0 0	18 16 0
Whittingham	- - -	161 1 6	- - -	171 12 6	105 0 0	189 7 11
	494 0 8	2,053 10 8	- - -	861 6 8	1,026 11 2	315 17 6

COUNTY OF NOTTINGHAM.

Bingham	- - -	- - -	- - -	124 2 11	201 0 0	23 5 9
Mansfield	- - -	- - -	- - -	165 11 2	155 0 0	15 18 0
Newark	- - -	32 8 8	- - -	748 13 4	205 0 0	31 0 2
Nottingham	262 5 6	- - -	- - -	667 0 0	185 0 0	3 12 0
Ollerton	- - -	- - -	100 5 6	6 15 7	140 0 0	12 8 6
Retford	- - -	310 0 0	105 7 2	513 7 0	230 0 0	35 3 11
Rushcliffe	559 19 11	- - -	- - -	313 4 11	210 0 0	27 18 10
Southwell	- - -	- - -	- - -	378 7 4	140 0 0	9 17 10
	822 5 5	342 8 8	205 12 8	2,917 2 3	1,466 0 0	159 5 0

COUNTY OF OXFORD.

Bampton, East	24 6 10	116 3 9	- - -	355 9 7	183 2 9	61 11 1
Bampton, West	- - -	53 11 7	- - -	471 1 11	175 0 0	9 17 2
Banbury and Bloxham	- - -	57 0 4	- - -	651 16 10	230 0 0	96 15 3
Bicester	- - -	- - -	- - -	536 5 11	200 0 0	23 7 0
Bullingdon	- - -	- - -	- - -	559 11 5	280 0 0	15 11 11
Chadlington	- - -	- - -	- - -	- - -	200 0 0	17 7 3
Henley	- - -	- - -	- - -	77 1 8	250 0 0	65 8 8
Watlington	- - -	- - -	- - -	149 10 9	265 0 0	95 12 3
Wootton	- - -	154 17 0	- - -	227 2 1	190 0 0	34 5 5
	24 6 10	381 12 8	- - -	3,028 0 2	1,973 2 9	419 16 0

COUNTY OF SALOP.

Albrighton	- - -	- - -	222 18 0	179 2 5	90 0 0	6 9 0
Bishop's Castle	411 9 5	631 10 5	- - -	- - -	205 0 0	26 14 4
Bridgnorth	21 6 2	86 0 0	- - -	*510 1 9	230 0 0	20 7 0
Church Stretton	- - -	16 16 4	- - -	337 18 8	130 0 0	6 19 5
Cleobury Mortimer & Kidderminster	- - -	188 0 0	- - -	183 11 4	180 0 0	14 9 9
Condover	43 3 10	- - -	9 2 7	184 1 6	215 0 0	52 4 11
Drayton	- - -	- - -	154 1 8	- - -	155 0 0	6 18 4
Ludlow	76 18 10	- - -	- - -	1,768 6 4	230 0 0	13 13 2
Newport	- - -	- - -	- - -	200 13 11	140 0 0	18 16 0
Oswestry	42 6 3	8 13 3	- - -	- - -	240 0 0	34 0 6
Pimhill	- - -	- - -	- - -	9 0 6	130 0 0	2 16 8
Wem	- - -	- - -	- - -	232 2 7	171 15 9	4 19 0
Wrekin	- - -	- - -	- - -	757 12 0	160 0 0	9 8 3
	595 4 6	931 0 0	386 2 3	4,362 11 0	2,276 15 0	217 16 4

* Including repairs of 14 miles of existing turnpikes.

(Continued from page 59.)

COUNTY OF NORTHUMBERLAND—*continued.*

Interest of Debt.	Principal Repaid.	Other Payments.	Total Expenditure.	BALANCE, 31st December 1874. In Hand.	Overspent.	DEBTS. Principal Unpaid.	Average Rate of Interest per Cent.	Unpaid Interest.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£	£ s. d.
- -	- - -	45 0 0	1,445 15 9	539 7 8	155 10 0	—	—	—
- -	- - -	6 12 0	1,457 14 0	405 8 10	9 12 6	—	—	—
- -	- - -	3 2 0	857 15 5	82 4 6	23 15 3	—	—	—
- -	- - -	- - -	1,647 11 10	502 7 8	80 7 9	—	—	—
- -	- - -	- - -	2,758 19 11	651 15 6	13 13 9	—	—	—
- -	- - -	3 11 2	919 1 0	57 16 0	71 15 10	—	—	—
- -	- - -	1 15 0	2,392 3 1	267 8 3	66 9 1	—	—	—
- -	- - -	- - -	1,052 8 4	173 19 8	96 7 3	—	—	—
- -	- - -	4 3 3	1,309 0 7	509 9 8	12 8 6	—	—	—
- -	- - -	64 3 5	13,840 9 11	3,189 17 9	529 19 11	—	—	—

COUNTY OF NOTTINGHAM.

- -	- - -	52 18 6	2,860 5 6	333 16 5	50 3 4	—	—	—
- -	- - -	30 0 0	1,580 12 0	59 12 1	97 1 9	—	—	—
- -	- - -	125 18 10	4,411 5 2	1,002 12 3	57 7 1	—	—	—
- -	- - -	42 4 5	3,043 1 5	665 18 7	346 7 9	—	—	—
- -	- - -	- - -	858 17 9	210 18 4	19 18 4	—	—	—
- -	- - -	7 11 10	6,150 0 6	3,364 6 10	24 1 1	—	—	—
- -	- - -	17 1 6	3,544 5 10	650 5 1	520 18 1	—	—	—
- -	- - -	9 18 4	1,861 9 1	339 13 11	94 8 1	—	—	—
- -	- - -	285 13 5	24,309 17 3	6,627 3 6	1,210 5 6	—	—	—

COUNTY OF OXFORD.

- -	- - -	- - -	2,921 16 5	1,146 7 5	—	—	—	—
- -	- - -	- - -	2,092 10 8	778 15 1	—	—	—	—
- -	- - -	0 5 0	2,989 4 2	609 11 1	73 18 6	—	—	—
- -	- - -	1 5 0	3,467 7 2	206 7 8	81 18 10	—	—	—
- -	- - -	- - -	3,459 3 2	768 12 4	235 10 4	—	—	—
- -	- - -	4 0 4	1,883 13 1	391 7 10	17 0 2	—	—	—
- -	- - -	- - -	1,668 3 11	553 18 10	1 15 10	—	—	—
- -	- - -	1 2 0	3,014 15 10	295 11 3	263 11 0	—	—	—
- -	- - -	26 10 0	1,955 3 3	280 7 10	90 4 5	—	—	—
- -	- - -	33 2 4	23,451 17 8	5,030 19 4	763 19 1	—	—	—

COUNTY OF SALOP.

- -	- - -	- - -	867 0 10	290 16 4	25 7 10	—	—	—
6 15 0	20 0 0	39 0 0	3,236 15 4	524 2 0	476 13 6	450 0 0	4 & 5	10 16 0
- -	- - -	- - -	2,190 1 1	845 13 7	—	—	—	—
4 0 0	40 0 0	0 12 7	1,271 4 8	514 8 9	- - -	40 0 0	5	—
15 0 0	300 0 0	2 11 6	2,608 5 11	176 2 1	112 9 0	—	—	—
- -	- - -	- - -	2,765 16 6	225 0 4	168 13 7	—	—	—
- -	- - -	27 16 11	1,485 7 6	742 16 0	90 14 5	—	—	—
- -	- - -	20 0 0	3,550 10 8	295 10 10	305 11 8	—	—	—
- -	- - -	- - -	722 16 0	147 14 9	4 4 0	—	—	—
- -	- - -	7 3 9	2,324 17 4	272 4 4	98 10 6	—	—	—
- -	- - -	0 3 0	799 4 4	111 14 0	45 12 3	—	—	—
- -	- - -	3 2 4	1,420 14 6	85 15 9	40 5 7	—	—	—
- -	- - -	- - -	1,981 14 4	674 6 2	- - -	—	—	—
25 15 0	360 0 0	100 10 1	25,224 9 0	4,906 4 11	1,368 2 4	490 0 0	—	10 16 0

COUNTY OF SOMERSET.

Rateable Value.	NAME OF DISTRICT.	No. of Returns.	MILEAGE.		BALANCE, 31st December 1873.		Rates or Assessments.	From Turnpike Trusts.
			Parish Highways.	District Roads (late Turnpike).	In Hand.	Overspent.		
£			M. F.	M. F.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
239,602	Axbridge	38	372 7	34 0	888 7 1	2 17 1	5,075 0 0	297 5 0
181,812	Bridgwater	39	303 4	42 5	465 5 3	49 12 10	5,388 0 0	85 0 3
106,032	Clutton	29	202 6	13 4	357 1 1	150 4 9	2,792 15 0	- - -
71,316	Crewkerne	20	107 0	- -	136 8 8	3 19 10	1,172 10 0	- - -
44,004	Dulverton	13	199 2	3 1	151 11 10	208 19 1	1,736 4 6	- - -
50,379	Dunster	16	170 3	- -	258 4 9	34 10 8	1,422 0 0	- - -
101,841	Frome	29	173 5	47 0	1,032 17 7	57 15 0	4,150 0 0	- - -
84,704	Ilminster	31	184 6	- -	60 5 10	160 15 1	1,908 5 0	- - -
76,667	Keynsham	14	107 0	10 0	205 0 10	185 12 0	2,611 0 0	- - -
91,324	Langport	22	177 5	- -	372 17 3	120 17 6	2,477 0 0	- - -
143,552	Long Ashton	22	177 5	22 5	27 2 5	357 10 10	7,423 14 7	- - -
63,456	Milverton	19	127 7	29 4	423 9 7	99 10 3	2,100 12 10	- - -
105,414	Shepton Mallet	24	200 1	3 6	161 9 7	42 12 6	1,928 0 0	- - -
145,580	Taunton	37	249 0	3 0	618 7 8	247 18 0	3,554 0 0	45 0 0
110,329	Wells	17	221 1	10 6	478 19 2	95 2 6	3,219 0 0	39 15 5
107,358	Weston	20	129 4	8 0	397 11 10	76 2 3	2,997 11 8	40 6 0
58,688	Williton	19	136 1	7 5	250 9 0	203 9 5	2,200 10 0	124 12 7
146,747	Wincanton	43	238 5	- -	438 14 2	189 17 8	3,686 0 6	- - -
102,592	Yeovil	33	188 4	1 5	310 5 1	8 19 4	2,080 3 0	11 3 8
2,031,397		485	3,667 2	237 1	7,034 8 8	2,296 6 7	57,922 7 1	643 2 11

COUNTY OF SUFFOLK.

122,485	Blackbourne*	47	299 1	14 0	285 11 4	150 19 9	1,651 0 0	- - -
86,625	Hartismere	32	174 5	16 3	127 15 7	131 18 5	1,690 2 6	- - -
181,913	Lavenham	54	388 7	12 1	466 15 8	158 10 9	2,903 0 0	- - -
74,913	Mildenhall	22	135 3	25 7	224 0 8	37 4 11	1,339 0 0	- - -
143,077	Wickhambrook	51	273 7	5 7	1,265 18 11	162 2 2	3,861 7 8	- - -
609,013		206	1,271 7	74 2	2,370 2 2	640 16 0	11,444 10 2	- - -

* To the 24th June 1874, the District having been dissolved at that date.

COUNTY OF SURREY.

61,349	Blackheath	11	125 0	15 7	550 6 0	- - -	2,063 0 0	114 13 3
135,081	Croydon	9	95 8	12 4	490 0 0	- - -	4,147 0 0	- - -
43,228	Dorking	9	98 4	7 2	666 5 4	10 13 0	1,298 5 0	- - -
107,326	Epsom	11	74 1	11 7	240 9 10	96 13 2	2,551 12 11	- - -
37,966	Farnham	6	119 5	7 6	255 9 5	53 4 4	1,550 0 0	- - -
56,806	Godalming	10	130 1	16 1	1,069 14 10	- - -	2,583 0 0	- - -
83,650	Godstone	15	165 3	27 4	261 14 4	105 17 11	3,069 15 0	- - -
80,080	Guildford	13	157 2	16 3	163 12 10	320 4 2	2,624 6 7	- - -
145,345	Kingston	13	102 6	16 4	981 18 11	244 15 4	4,380 11 8	- - -
74,052	Mortlake	2	13 7	- -	651 6 3	- - -	1,700 0 0	- - -
89,572	Reigate	12	159 4	4 3	874 17 8	4 8 2	4,780 0 0	- - -
914,455		111	1,242 1	136 1	6,205 15 5	835 16 1	30,747 11 2	114 13 3

COUNTY OF SOMERSET.

CEIPTS.			EXPENDITURE.				
Money orrowed.	Other Receipts.	Total Receipts.	Manual Labour, including Contract Work.	Team Labour.	Materials.	Tradesmen's Bills.	Law Charges.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
- -	30 11 11	5,402 16 11	3,261 11 6	12 0 5	384 12 2	37 6 0	- - -
- -	51 9 6	5,524 9 9	1,865 11 9	690 14 0	900 16 9	53 5 8	6 4 0
- -	24 17 0	2,817 12 0	707 2 7	458 2 11	611 14 3	85 12 9	- - -
- -	1 12 6	1,174 2 6	398 3 4	211 12 2	312 0 9	22 1 11	- - -
- -	77 18 4	1,814 2 10	1,310 17 11	- - -	- - -	- - -	- - -
- -	82 0 0	1,504 0 0	911 12 5	404 1 8	83 4 7	69 17 0	- - -
- -	29 13 0	4,179 13 0	534 18 8	203 4 0	493 3 4	178 1 3	- - -
- -	25 14 5	1,933 19 5	566 14 5	286 15 6	195 14 2	105 13 0	- - -
- -	8 8 10	2,619 8 10	730 5 9	228 8 8	272 14 5	88 8 10	- - -
- -	- - -	2,477 0 0	766 3 6	243 3 9	231 3 5	1 7 0	- - -
- -	491 15 1	7,915 9 8	2,392 19 2	- - -	2 16 0	17 19 3	2 18 6
- -	- - -	2,100 12 10	599 0 6	19 2 3	575 10 3	39 18 9	10 11 8
- -	17 0 0	1,945 0 0	485 7 10	- - -	987 19 9	58 2 4	- - -
- -	14 8 4	3,613 8 4	1,243 5 8	2 2 6	1,569 11 1	124 10 6	9 12 8
- -	64 13 3	3,323 8 8	614 11 2	1,143 5 2	875 2 8	0 17 10	- - -
- -	- - -	3,037 17 8	852 19 1	419 8 2	1,110 1 7	114 12 2	2 12 6
- -	58 15 0	2,383 17 7	385 5 6	357 13 4	338 1 9	52 19 2	- - -
- -	3 13 6	3,689 14 0	1,026 8 6	587 10 2	416 19 2	195 6 4	- - -
- -	0 5 0	2,091 11 8	813 13 8	326 10 4	347 9 3	8 12 8	- - -
- -	982 15 8	59,548 5 8	19,466 12 11	5,593 15 0	9,708 15 4	1,254 12 5	31 19 4

(Continued on page 64.)

COUNTY OF SUFFOLK.

- -	45 9 1	1,696 9 1	365 3 1	202 19 7	486 4 4	54 12 6	- - -
- -	2 18 3	1,693 0 9	369 2 3	168 13 9	613 5 5	68 7 8	- - -
- -	101 14 9	3,004 14 9	511 2 1	697 12 7	959 12 9	108 11 0	- - -
-	12 11 4	1,351 11 4	418 9 8	348 0 8	206 4 4	35 15 3	- - -
- -	6 12 9	3,868 0 5	749 9 1	- - -	2,513 8 6	153 0 11	4 17 0
- -	169 6 2	11,613 16 4	2,413 6 2	1,417 6 7	4,778 15 4	420 7 4	4 17 0

COUNTY OF SURREY.

- -	7 0 0	2,184 13 3	690 15 3	384 7 4	541 5 3	94 6 4	- - -
00 0 0	125 18 1	4,572 18 1	919 18 2	545 9 10	1,174 6 7	100 13 6	52 19 5
- -	37 10 5	1,335 15 5	465 10 4	285 15 0	120 19 2	30 11 11	- - -
- -	292 14 4	2,844 7 3	368 14 3	- - -	956 2 7	25 0 1	0 10 0
- -	- - -	1,550 0 0	334 18 7	248 3 0	238 12 8	29 5 10	- - -
00 0 0	45 0 0	3,428 0 0	704 15 2	403 6 2	550 6 9	43 7 8	55 1 2
- -	23 2 9	3,092 17 9	874 13 2	504 8 10	322 5 4	47 8 10	- - -
- -	264 14 4	2,889 0 11	539 6 10	231 10 5	738 18 5	79 18 9	- - -
- -	118 13 3	4,499 4 11	654 6 7	171 15 9	1,528 4 6	429 15 2	- - -
- -	17 3 0	1,717 3 0	405 12 1	502 15 11	700 17 3	188 16 0	- - -
- -	- - -	4,780 0 0	786 9 8	42 14 6	2,702 17 10	133 1 0	- - -
00 0 0	931 16 2	32,894 0 7	6,745 0 1	3,320 6 9	9,574 16 4	1,202 5 1	108 10 7

COUNTY OF SOMERSET.

EXPENDITURE—*continued.*

NAME OF DISTRICT.	Improvements.	Charges on the Common Fund.				
		Contributions (in Money) to Turnpike Trusts.	Repair of existing Turnpike Roads.	Repair of Roads formerly Turnpike.	Salaries.	Other Common Charges.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Axbridge	251 13 7	10 3 6	159 0 6	994 16 6	251 13 4	47 14 3
Bridgwater	17 10 4	89 17 0	- - -	1,151 13 2	470 0 0	24 19 11
Clutton	48 19 3	41 7 4	- - -	330 15 3	250 0 0	43 11 2
Crewkerne	- - -	38 5 10	- - -	- - -	110 0 0	20 15 9
Dulverton	- - -	- - -	- - -	41 19 3	120 0 0	26 18 10
Dunster	- - -	- - -	- - -	- - -	152 10 0	17 4 8
Frome	70 0 0	97 5 0	320 15 4	2,816 8 11	310 0 0	10 0 7
Ilminster	114 17 9	177 13 11	- - -	- - -	170 0 0	10 8 8
Keynsham	- - -	- - -	- - -	1,047 9 10	190 0 0	- - -
Langport	190 13 1	406 13 0	71 7 1	- - -	220 0 0	37 16 1
Long Ashton	68 9 6	- - -	- - -	3,891 2 11	200 0 0	80 14 1
Milverton	33 2 3	- - -	- - -	588 11 4	181 5 0	5 15 11
Shepton Mallet	17 8 0	26 16 0	114 9 11	5 0 0	205 0 0	16 15 9
Taunton	18 18 6	- - -	146 18 10	111 4 5	260 0 0	61 11 3
Wells	251 13 1	4 18 9	- - -	210 11 10	215 0 0	22 19 2
Weston	- - -	76 10 0	- - -	409 1 3	225 0 0	11 14 9
Williton	207 3 3	- - -	497 8 2	121 19 0	230 0 0	10 14 7
Wincanton	- - -	128 2 0	- - -	1,189 19 7	280 0 0	15 9 7
Yeovil	222 15 1	74 0 7	- - -	29 6 10	210 0 0	54 12 5
	1,513 3 8	1,171 12 11	1,309 19 10	12,940 0 1	4,250 8 4	519 17 5

COUNTY OF SUFFOLK.

Blackbourne	- - -	- - -	- - -	107 16 2	126 5 0	22 10 4
Hartismere	- - -	- - -	- - -	90 7 0	170 0 0	15 9 6
Lavenham	34 15 7	- - -	- - -	258 3 3	330 0 0	55 7 4
Mildenhall	5 10 0	- - -	- - -	148 12 0	200 0 0	19 7 9
Wickhambrook	117 0 0	- - -	- - -	190 11 5	250 0 0	28 10 -
	157 5 7	- - -	- - -	795 9 10	1,076 5 0	141 5 7

COUNTY OF SURREY.

Blackheath	- - -	- - -	- - -	225 10 10	205 0 0	13 7 2
Croydon	281 2 2	- - -	- - -	871 14 0	328 0 0	41 15 8
Dorking	- - -	- - -	- - -	54 18 4	175 0 0	14 12 2
Epsom	803 17 3	- - -	615 18 10	- - -	300 0 0	52 8 3
Farnham	149 11 5	- - -	- - -	96 16 8	220 0 0	22 19 4
Godalming	800 0 0	- - -	135 1 4	581 5 6	195 0 0	21 5 6
Godstone	- - -	- - -	- - -	673 10 7	250 0 0	47 11 -
Guildford	- - -	- - -	- - -	370 17 6	275 0 0	35 18 4
Kingston	- - -	- - -	- - -	1,560 4 9	350 0 0	849 2 6
Mortlake	- - -	- - -	- - -	- - -	135 0 0	11 16 9
Reigate	- - -	- - -	- - -	320 15 9	330 0 0	57 10 9
	2,034 10 10	- - -	751 0 2	4,755 13 11	2,763 0 0	1,168 6 10

(Continued from page 63.)

COUNTY OF SOMERSET.

				BALANCE, 31st December 1874.		DEBTS.		
Interest of Debt.	Principal Repaid.	Other Payments.	Total Expenditure.	In Hand.	Overspent.	Principal Unpaid.	Average Rate of Interest per Cent.	Unpaid Interest.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£	£ s. d.
- - -	- - -	15 7 5	5,425 19 2	954 12 4	92 4 7	—	—	—
5 0 0	25 0 0	- - -	5,300 12 7	700 10 6	61 0 11	75 0 0	5	—
- - -	- - -	- - -	2,577 5 6	524 12 3	77 9 5	—	—	—
- - -	- - -	- - -	1,112 19 9	193 11 7	—	—	—	—
9 12 6	12 10 0	- - -	1,521 18 6	253 5 11	18 8 10	162 10 0	5½	8 18 9
- - -	- - -	- - -	1,638 10 4	142 2 6	52 18 9	—	—	—
- - -	- - -	7 10 0	5,041 7 1	418 14 1	305 5 7	—	—	—
- - -	- - -	- - -	1,627 17 5	238 2 3	32 9 6	—	—	—
- - -	- - -	79 17 0	2,637 4 6	202 15 3	201 2 1	—	—	—
- - -	- - -	17 5 0	2,185 11 11	648 8 11	105 1 1	—	—	—
5 1 10	100 0 0	307 13 9	7,069 15 0	544 13 2	29 6 11	—	—	—
- - -	- - -	138 15 2	2,191 13 1	302 3 2	69 4 1	—	—	—
- - -	- - -	- - -	1,916 19 7	168 0 10	21 3 4	—	—	—
69 6 0	95 0 0	1 2 0	3,713 3 8	494 13 8	223 19 4	1,445 0 0	4½	—
- - -	- - -	- - -	3,338 19 8	409 14 3	41 8 7	—	—	—
- - -	- - -	- - -	3,221 19 3	285 9 0	148 1 0	—	—	—
- - -	- - -	- - -	2,201 4 9	262 6 4	32 13 11	—	—	—
- - -	- - -	42 14 4	3,882 9 8	291 17 4	235 16 6	—	—	—
- - -	- - -	- - -	2,087 0 10	319 12 6	13 15 11	—	—	—
89 0 4	232 10 0	610 4 8	58,692 12 3	7,355 5 10	1,761 10 4	1,682 10 0	—	8 18 9

COUNTY OF SUFFOLK.

- - -	- - -	- - -	1,365 11 0	465 9 8	—	—	—	—
- - -	- - -	- - -	1,495 5 7	265 2 0	71 9 8	—	—	—
17 8 7	111 10 0	- - -	3,084 3 2	387 10 9	158 14 3	219 15 0	5	—
9 17 10	- - -	- - -	1,391 17 6	203 2 7	56 13 0	200 0 0	5	—
21 0 9	25 0 0	3 6 0	4,056 4 4	1,156 18 0	241 5 2	400 0 0	5	—
48 7 2	136 10 0	3 6 0	11,393 1 7	2,478 3 0	528 2 1	819 15 0	—	—

COUNTY OF SURREY.

21 17 6	25 0 0	11 12 0	2,213 1 8	575 1 10	53 4 3	425 0 0	5	—
- - -	- - -	- - -	4,315 19 4	846 7 3	99 8 6	300 0 0	5	—
49 9 6	- - -	5 7 3	1,202 3 8	789 4 1	- - -	1,000 0 0	5	—
- - -	- - -	- - -	3,122 11 3	106 0 5	240 7 9	—	—	—
- - -	- - -	3 4 8	1,343 12 2	408 12 11	—	—	—	—
- - -	- - -	- - -	3,489 9 3	1,008 5 7	- - -	800 0 0	5	24 10 9
48 0 0	60 0 0	275 18 6	3,103 16 11	190 10 9	45 13 6	900 0 0	5	—
- - -	- - -	164 1 8	2,435 11 11	436 17 4	139 19 8	—	—	—
19 16 3	- - -	250 3 7	5,813 8 7	230 3 9	807 3 10	400 0 0	5	—
- - -	- - -	51 16 6	1,996 14 6	371 14 9	—	—	—	—
50 12 1	65 0 0	11 4 0	4,500 4 10	1,154 11 10	4 7 2	1,005 0 0	5	—
189 15 4	150 0 0	773 8 2	33,536 14 1	6,117 10 6	1,390 4 8	4,830 0 0	—	24 10 9

COUNTY OF SUSSEX.

Rateable Value.	NAME OF DISTRICT.	No. of Returns.	MILEAGE.		BALANCE, 31st December 1873.			
			Parish Highways.	District Roads (late Turnpike).	In Hand.	Overspent.	Rates or Assessments.	From Turnpike Trusts.
£			M. F.	M. F.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
92,750	Hastings	21	148 6	15 3	913 7 4	180 17 10	4,193 0 0	- - -
55,593	Mark Cross	4	147 0	9 0	338 2 10	456 14 9	4,246 0 0	28 12 8
58,944	Rye	11	64 2	15 0	145 2 11	62 14 3	1,712 0 0	- - -
207,287		36	360 0	39 3	1,396 13 1	700 6 10	10,151 0 0	28 12 8

COUNTY OF WARWICK.

64,111	Alcester	17	102 6	30 4	163 13 0	15 13 8	1,226 5 0	- - -
60,668	Henley-in-Arden	18	166 3	16 0	153 10 5	198 0 4	1,328 3 2	- - -
56,471	Kineton	23	92 2	23 1	172 18 5	110 9 4	2,808 0 0	- - -
52,004	Stratford-upon-Avon	21	94 1	16 5	481 16 4	11 11 4	1,401 0 0	- - -
233,254		79	455 4	86 2	971 18 2	335 14 8	6,763 8 2	- - -

COUNTY OF WILTS.

65,184	Amesbury	23	95 2	33 5	80 1 6	65 15 9	671 0 0	- - -
51,502	Calne	11	78 0	10 2	118 11 0	26 14 4	2,230 0 0	- - -
130,891	Chippenham	29	220 4	49 4	200 1 3	372 1 3	4,619 9 3	- - -
55,017	Cricklade	12	64 2	7 2	93 1 9	199 8 10	1,684 0 0	71 11 6
110,147	Devizes	29	181 5	34 4	805 14 9	47 16 3	3,831 0 0	- - -
77,188	Everley and Pewsey	27	170 0	27 3	85 10 4	223 5 0	2,225 0 0	- - -
103,876	Hindon	32	271 2	39 5	638 11 8	395 11 3	3,737 5 0	- - -
106,662	Malmesbury	28	234 7	23 0	646 17 11	116 8 0	3,951 0 0	17 2 6
106,375	Marlborough	25	253 4	40 4	273 2 3	75 11 3	2,414 0 0	36 18 0
128,264	Salisbury	48	313 3	36 0	658 2 10	253 5 1	2,731 19 0	- - -
147,723	Swindon	21	181 3	73 4	51 9 7	1,056 0 10	6,173 0 0	239 19 6
141,461	Trowbridge	27	133 7	58 3	587 12 3	215 3 5	4,346 10 0	- - -
72,205	Warminster	23	143 1	38 2	370 17 0	135 5 2	2,168 5 2	- - -
1,296,495		335	2,341 0	471 6	4,609 14 1	3,182 6 5	40,782 8 5	365 11 6

COUNTY OF WORCESTER.

59,405	Evesham	19	71 0	4 1	363 3 6	38 2 7	1,382 19 0	8 12 1
84,139	Kidderminster	15	140 1	35 1	664 4 10	14 12 11	1,507 10 0	20 19 3
102,531	Martley	27	155 2	51 7	918 18 6	89 10 0	4,598 5 0	- - -
64,300	Redditch	10	151 0	14 4	542 19 0	- - -	1,312 0 0	41 15 8
60,899	Shipston-on-Stour	31	117 5	15 0	303 1 4	38 1 4	2,161 0 0	- - -
46,679	Tenbury	19	103 3	15 2	75 18 1	18 14 6	1,411 0 0	- - -
104,709	Upton-on-Severn	20	150 0	55 1	302 8 5	12 18 7	3,307 5 0	- - -
273,398	Upton Snodsbury	32	166 1	44 0	86 1 1	97 16 3	3,073 10 0	- - -
796,060		173	1,054 4	235 0	3,256 14 9	309 16 2	18,753 9 0	71 7 0

COUNTY OF SUSSEX.

RECEIPTS.			EXPENDITURE.				
Money borrowed.	Other Receipts.	Total Receipts.	Manual Labour, including Contract Work.	Team Labour.	Materials.	Tradesmen's Bills.	Law Charges.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
- -	0 4 0	4,193 4 0	1,067 7 9	1,065 2 6	487 8 9	195 13 6	- - -
- -	- - -	4,274 12 8	738 4 0	663 9 3	1,172 13 11	148 18 5	- - -
- -	- - -	1,712 0 0	1,056 3 8	- - -	- - -	- - -	- - -
- -	0 4 0	10,179 16 8	2,861 15 5	1,728 11 9	1,660 2 8	344 11 11	- - -

COUNTY OF WARWICK.

- -	- - -	1,226 5 0	386 6 4	141 17 6	140 11 8	61 19 5	- - -
- -	20 2 0	1,348 5 2	433 5 4	47 12 7	198 9 7	81 7 9	- - -
- -	41 11 4	2,849 11 4	578 14 10	497 8 6	651 6 9	35 15 0	- - -
- -	4 5 2	1,405 5 2	354 2 9	189 3 4	324 11 8	43 12 7	- - -
- -	65 18 6	6,829 6 8	1,752 9 3	876 1 11	1,314 19 8	222 14 9	- - -

COUNTY OF WILTS.

- -	14 0 8	685 0 8	274 6 3	22 13 6	160 6 9	54 0 8	- - -
- -	87 18 11	2,317 18 11	398 9 2	297 9 11	640 3 6	19 13 2	- - -
- -	0 17 6	4,620 6 9	1,896 2 4	245 14 6	285 19 11	13 6 4	- - -
- -	30 2 4	1,785 13 10	323 4 7	228 13 7	431 15 10	20 18 6	- - -
- -	27 18 10	3,858 18 10	525 14 3	521 7 5	522 17 11	94 7 3	- - -
- -	3 0 0	2,228 0 0	725 7 6	176 16 1	160 12 9	55 9 9	- - -
- -	129 19 10	3,867 4 10	1,404 11 4	749 13 10	798 18 3	99 9 9	- - -
- -	17 4 2	3,985 6 8	1,458 19 6	499 11 1	696 16 10	66 18 5	- - -
- -	25 3 11	2,476 1 11	907 11 7	311 4 3	251 18 8	91 17 8	- - -
- -	56 10 3	2,788 9 3	781 10 11	181 5 0	667 3 10	155 17 6	- - -
-	53 10 6	6,466 10 0	1,255 0 3	1,065 19 8	2,021 14 4	94 12 6	13 18 1
- -	48 17 0	4,395 7 0	2,315 4 2	49 4 5	150 3 8	21 17 5	- - -
- -	8 10 0	2,176 15 2	475 9 5	205 12 5	97 4 7	25 2 4	- - -
- -	503 13 11	41,651 13 10	12,741 11 3	4,555 5 8	6,885 16 10	813 11 3	13 18 1

COUNTY OF WORCESTER.

- -	13 5 6	1,404 16 7	402 8 6	293 0 4	506 7 6	71 2 0	- - -
- -	6 0 6	1,534 9 9	563 8 9	128 2 11	147 11 8	30 3 3	34 1 4
- -	6 10 0	4,604 15 0	481 3 7	520 10 1	690 3 3	13 4 1	- - -
- -	4 19 3	1,358 14 11	395 1 11	162 9 11	386 2 10	43 11 1	- - -
- -	10 17 0	2,171 17 0	463 1 4	432 17 0	532 10 9	16 6 3	- - -
- -	- - -	1,411 0 0	497 12 10	118 14 1	337 8 0	35 17 5	- - -
- -	- - -	3,307 5 0	424 0 0	452 4 1	425 11 7	24 5 0	- - -
130 0 0	102 0 0	3,305 10 0	734 10 1	246 11 9	332 6 1	41 9 3	- - -
130 0 0	143 12 3	19,098 8 3	3,961 7 0	2,354 10 2	3,358 1 8	275 18 4	34 1 4

(Continued on page 68.)

COUNTY OF SUSSEX.

NAME OF DISTRICT.	EXPENDITURE—*continued.*					
	Charges on the Common Fund.					
	Improvements.	Contributions (in Money) to Turnpike Trusts.	Repair of existing Turnpike Roads.	Repair of Roads formerly Turnpike.	Salaries.	Other Common Charges.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Hastings	- - -	- - -	1,330 16 2	180 15 6	260 0 0	44 15 0
Mark Cross	- - -	- - -	35 12 4	393 11 3	230 0 0	12 3 10
Rye	- - -	- - -	- - -	415 14 3	90 0 0	14 0 9
	- - -	- - -	1,366 8 6	990 1 0	580 0 0	70 19 7

COUNTY OF WARWICK.

Alcester	- - -	- - -	- - -	344 12 2	175 19 2	17 2 7
Henley-in-Arden	- - -	- - -	- - -	276 12 9	130 0 0	30 14 4
Kineton	29 7 7	60 10 0	- - -	777 14 11	170 0 0	12 7 5
Stratford-upon-Avon	- - -	45 0 0	- - -	275 7 0	190 0 0	13 5 3
	29 7 7	105 10 0	- - -	1,674 6 10	665 19 2	73 9 7

COUNTY OF WILTS.

Amesbury	4 18 10	- - -	24 12 10	169 13 7	130 0 0	4 14 7
Calne	- - -	270 0 0	- - -	468 2 6	195 0 0	6 19 6
Chippenham	- - -	- - -	- - -	1,940 19 6	145 0 0	39 10 9
Cricklade	- - -	60 17 6	291 11 9	231 0 3	106 0 0	26 14 7
Devizes	- - -	- - -	- - -	1,707 0 2	250 0 0	31 2 4
Everley and Pewsey	- - -	- - -	- - -	668 12 9	195 0 0	12 14 3
Hindon	- - -	- - -	- - -	757 8 7	305 0 0	101 18 8
Malmesbury	46 13 6	- - -	1,478 14 7	77 17 9	212 9 0	42 9 2
Marlborough	- - -	- - -	- - -	588 11 10	255 0 0	26 1 0
Salisbury	- - -	- - -	- - -	480 19 4	330 0 0	49 18 6
Swindon	- - -	122 11 2	- - -	994 11 7	250 0 0	36 16 10
Trowbridge	165 9 7	41 4 0	407 9 11	1,660 19 9	304 10 0	37 9 8
Warminster	13 18 4	18 0 0	106 3 11	553 18 8	220 0 0	18 17 4
	231 0 3	512 12 8	2,308 13 0	10,294 16 3	2,897 19 0	435 7 2

COUNTY OF WORCESTER.

Evesham	- - -	- - -	- - -	56 7 9	90 0 0	9 13 3
Kidderminster	148 0 1	- - -	82 16 9	731 0 5	315 5 6	13 8 7
Martley	98 9 2	171 0 0	- - -	2,137 14 4	305 0 0	65 0 1
Redditch	- - -	- - -	107 11 10	198 16 11	165 0 0	12 14 6
Shipston-on-Stour	106 6 2	- - -	- - -	286 18 1	212 0 0	10 19 9
Tenbury	- - -	47 4 6	- - -	404 14 1	140 0 0	17 4 7
Upton-on-Severn	32 4 6	- - -	- - -	1,215 14 5	275 0 0	10 18 11
Upton Snodsbury	371 18 4	- - -	- - -	1,246 6 3	231 14 0	58 1 0
	756 18 3	218 4 6	190 8 7	6,277 12 3	1,783 19 6	198 0 8

(Continued from page 67.)

COUNTY OF SUSSEX.

				BALANCE, 31st December 1874.		DEBTS.		
terest of Debt.	Principal Repaid.	Other Payments.	Total Expenditure.	In Hand.	Overspent.	Principal Unpaid.	Average Rate of Interest per Cent.	Unpaid Interest.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£	£ s. d.
16 6 0	76 0 0	56 10 1	4,810 15 3	351 4 4	236 6 1	850 0 0	5	—
70 17 6	100 0 0	13 0 9	3,578 11 3	679 11 2	102 1 8	1,350 0 0	5	—
- -	- - -	- - -	1,575 18 8	299 16 2	81 6 2	—	—	—
17 3 6	176 0 0	69 10 10	9,965 5 2	1,330 11 8	419 13 11	2,200 0 0	—	—

COUNTY OF WARWICK.

- -	- - -	10 13 5	1,279 2 3	142 3 1	47 1 0	—	—	—
6 18 6	10 0 0	- - -	1,215 0 10	270 12 10	181 18 5	130 0 0	5	—
- -	- - -	- - -	2,813 5 0	176 18 6	78 3 1	—	—	—
- -	- - -	1 1 0	1,436 3 7	445 3 0	5 16 5	—	—	—
6 18 6	10 0 0	11 14 5	6,743 11 8	1,034 17 5	312 18 11	130 0 0	—	—

COUNTY OF WILTS.

2 0 0	10 0 0	- - -	857 7 0	22 19 10	181 0 5	30 0 0	5	—
- -	- - -	- - -	2,290 17 9	129 12 3	10 14 5	—	—	—
- -	- - -	29 0 10	4,595 14 2	100 12 5	247 19 10	—	—	—
20 0 0	100 0 0	9 14 0	1,850 10 7	31 10 0	202 13 10	200 0 0	5	—
- -	- - -	17 7 0	3,669 16 4	979 7 9	32 6 9	—	—	—
- -	- - -	- - -	1,994 13 1	255 2 2	159 9 11	—	—	—
4 17 6	6 10 0	- - -	4,228 7 11	306 5 1	424 7 9	91 0 0	5	—
39 0 0	60 0 0	- - -	4,679 9 10	301 7 10	465 1 1	900 0 0	5	9 0 0
- -	- - -	- - -	2,432 5 0	318 5 9	76 17 10	—	—	—
- -	- - -	- - -	2,646 15 1	657 18 2	111 6 3	—	—	—
- -	- - -	- - -	5,855 4 5	301 1 7	694 7 3	—	—	—
- -	- - -	7 10 0	5,161 2 7	223 5 6	616 12 3	—	—	—
6 4 0	23 0 0	5 0 0	1,768 11 0	701 7 11	57 11 11	101 0 0	5	—
72 1 6	199 10 0	68 11 10	42,030 14 9	4,328 16 3	3,280 9 6	1,322 0 0	—	9 0 0

COUNTY OF WORCESTER.

- -	- - -	3 19 10	1,432 19 2	358 16 4	61 18 0	—	—	—
3 15 0	- - -	- - -	2,197 14 3	117 13 10	131 6 5	150 0 0	5	3 15 0
40 10 0	100 0 0	- - -	4,622 14 7	811 8 11	- - -	660 0 0	6	18 0 0
6 16 8	60 0 0	72 7 5	1,610 13 1	291 0 10	- - -	125 0 0	4½	—
- -	- - -	14 3 10	2,075 3 2	370 13 2	8 19 4	—	—	—
- -	- - -	- - -	1,598 15 6	30 10 7	161 2 6	—	—	—
13 9 2	40 0 0	3 15 0	2,917 2 8	679 12 2	- - -	320 0 0	4	—
31 3 0	34 0 0	12 8 8	3,340 8 5	194 3 11	240 17 6	427 0 0	5	—
95 13 10	234 0 0	106 14 9	19,795 10 10	2,853 19 9	604 3 9	1,682 0 0	—	21 15 0

COUNTY OF YORK.

Rateable Value.	NAME OF DISTRICT.	No. of Returns.	MILEAGE. Parish Highways.	MILEAGE. District Roads (late Turnpike).	BALANCE, 31st December 1873. In Hand.	BALANCE, 31st December 1873. Overspent.	Rates or Assessments.	From Turnpike Trusts.
£	North Riding.		M. F.	M. F.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
48,833	Askrigg	12	145 0	17 4	107 14 0	9 9 1	623 10 11	- - -
146,540	Birdforth	64	224 4	12 7	921 5 8	115 14 11	2,898 10 0	18 2 0
93,570	Bulmer, East	29	134 6	13 0	74 1 3	678 2 3	4,035 15 0	- - -
115,894	Bulmer, West	33	172 5	- -	434 9 3	111 16 10	3,529 0 0	- - -
58,949	Greta Bridge	21	127 2	26 4	215 11 7	34 12 2	810 0 0	- - -
82,250	Hang, East	34	154 2	- -	166 6 0	386 14 0	2,093 5 0	- - -
122,807	Langbaurgh, East	22	178 5	- -	511 1 9	116 13 5	4,167 0 0	- - -
105,840	Langbaurgh, West	39	208 4	- -	263 15 8	306 19 2	4,548 0 0	41 1 0
56,372	Leyburn	33	140 5	8 3	137 18 2	51 2 7	1,702 0 0	- - -
44,617	Malton	24	78 4	5 4	119 9 3	51 6 6	1,602 0 0	- - -
141,597	Northallerton	49	168 1	13 2	810 7 6	207 18 0	3,393 0 0	- - -
65,445	Pickering Lythe, East	25	188 4	11 0	273 0 9	281 2 9	3,493 2 9	- - -
50,529	Pickering Lythe, West	25	147 4	3 2	457 9 4	114 7 4	2,108 5 0	- - -
137,485	Richmond	47	232 2	21 0	577 4 7	54 13 5	2,361 16 0	- - -
85,646	Ryedale	54	278 6	- -	469 8 9	255 10 9	3,309 8 6	- - -
54,134	Whitby Strand	19	284 7	- -	294 0 11	209 8 1	3,271 8 7	- - -
	West Riding.							
78,809	Ecclesfield and Bradfield	2	184 0	10 2	7 9 5	868 13 2	4,666 0 0	- - -
111,088	Settle	31	254 6	16 3	74 18 2	586 17 4	2,430 0 0	- - -
140,558	Staincliffe, East	56	*264 0	- -	363 14 0	754 11 5	4,160 0 0	- - -
214,279	Strafforth & Tickhill, Lower	53	282 7	22 5	1,466 13 0	139 1 7	7,470 0 0	72 2 3
1,955,242		672	3,850 2	181 4	7,745 19 0	5,334 14 9	62,672 1 9	131 5 3

* Estimated.

NORTH WALES.

COUNTY OF ANGLESEY.

10,967	Amlwch	1	47 0	- -	- - -	23 1 7	250 0 0	- - -

COUNTY OF DENBIGH.

39,632	Abergele	6	124 0	- -	115 19 5	- - -	672 0 0	- - -
44,377	Llangollen	11	266 2	- -	202 1 3	32 1 9	1,151 13 4	- - -
50,795	Llanrwst	9	214 4	16 7	205 2 9	190 1 3	1,263 16 8	- - -
55,061	Ruthin	15	194 0	- -	195 15 7	27 2 7	967 0 0	- - -
158,314	Wrexham	32	252 0	6 0	625 15 6	155 15 2	3,218 0 0	- - -
348,179		73	1,050 6	22 7	1,344 14 6	405 0 9	7,272 10 0	- - -

COUNTY OF MONTGOMERY.

85,292	Llanfyllin	17	330 0	- -	- - -	- - -	1,516 17 3	- - -
31,013	Machynlleth	9	103 0	- -	- - -	- - -	606 5 0	- - -
89,078	Newtown and Llanidloes	16	345 4	- -	- - -	- - -	1,051 16 3	- - -
94,837	Welshpool and Forden	20	210 2	- -	- - -	- - -	1,251 17 8	- - -
300,220		62	988 6	- -	- - -	- - -	4,426 16 2	- - -

COUNTY OF YORK.

RECEIPTS.			EXPENDITURE.				
Money Borrowed.	Other Receipts.	Total Receipts.	Manual Labour, including Contract Work.	Team Labour.	Materials.	Tradesmen's Bills.	Law Charges.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
- -	51 8 8	674 19 7	271 16 10	87 3 5	83 14 5	13 0 1	- - -
- -	26 14 10	2,943 6 10	1,478 11 9	244 12 7	508 6 8	91 4 3	- - -
- -	199 19 1	4,235 14 1	837 12 0	333 5 4	995 1 6	73 3 6	- - -
- -	21 3 6	3,550 3 6	801 15 11	377 14 1	1,092 4 7	121 10 10	- - -
- -	69 16 7	879 16 7	303 5 6	56 19 0	166 10 3	9 8 8	- - -
- -	66 4 7	2,159 9 7	881 4 1	133 12 3	253 12 5	49 16 10	- - -
- -	101 11 2	4,268 11 2	1,629 9 7	764 5 2	1,126 7 5	145 1 11	- - -
- -	243 18 10	4,832 19 10	1,441 4 11	753 12 10	1,439 3 4	374 5 0	- - -
- -	- - -	1,702 0 0	1,404 13 8	- - -	- - -	- - -	- - -
- -	38 13 8	1,640 13 8	398 19 6	222 3 8	553 4 6	35 3 11	- - -
- -	44 10 0	3,437 10 0	1,078 17 6	397 2 10	1,366 13 10	177 11 3	- - -
- -	1 15 9	3,494 18 6	824 12 6	121 10 9	1,387 10 11	145 4 4	- - -
- -	31 0 0	2,139 5 0	895 11 9	401 11 9	330 10 9	43 13 8	- - -
- -	0 15 6	2,362 11 6	1,022 19 11	32 7 4	468 10 8	22 12 1	- - -
- -	114 19 3	3,424 7 9	1,027 17 1	725 3 3	896 8 2	66 11 2	- - -
50 0 0	83 9 5	3,704 18 0	949 5 8	644 13 0	826 15 2	135 13 7	58 11 9
- -	29 3 6	4,695 3 6	1,468 17 7	932 16 1	1,019 7 6	38 1 8	235 18 7
- -	8 11 9	2,438 11 9	951 0 8	320 3 1	477 4 5	28 15 0	- - -
- -	86 11 2	4,246 11 2	733 9 0	- - -	2,189 8 5	236 15 11	- - -
- -	88 8 4	7,630 10 7	2,585 9 0	790 9 10	1,382 0 8	126 17 9	3 2 5
50 0 0	1,308 15 7	64,462 2 7	20,986 14 5	7,339 6 3	16,562 15 7	1,934 11 5	297 12 9

(Continued on page 72.)

NORTH WALES.

COUNTY OF ANGLESEY.

- -	- - -	250 0 0	117 6 6	32 7 8	6 12 2	4 12 10	- - -

COUNTY OF DENBIGH.

- -	3 2 6	675 2 6	344 11 0	73 6 5	28 0 0	3 1 9	- - -
- -	1 15 0	1,153 8 4	737 13 9	- - -	480 15 7	- - -	- - -
- -	- - -	1,263 16 8	547 19 10	82 8 3	41 11 8	17 18 9	- - -
- -	- - -	967 0 0	530 2 5	125 17 9	70 12 6	18 5 9	- - -
- -	- - -	3,218 0 0	1,373 13 6	888 7 2	238 13 11	65 1 2	- - -
- -	4 17 6	7,277 7 6	3,534 0 6	1,169 19 7	859 13 8	104 7 5	- - -

COUNTY OF MONTGOMERY.

- -	25 9 7	1,542 6 10	586 3 8	51 1 6	150 4 6	80 18 3	- - -
- -	0 13 9	606 18 9	344 8 5	169 11 0	5 9 2	27 19 5	- - -
- -	101 1 11	1,152 18 2	418 12 6	100 4 11	25 6 4	50 2 1	- - -
- -	95 7 1	1,347 4 9	506 6 9	79 1 2	82 0 9	28 12 8	- - -
- -	222 12 4	4,649 8 6	1,855 11 4	399 18 7	263 0 9	187 12 5	- - -

COUNTY OF YORK.

EXPENDITURE—*continued.*

NAME OF DISTRICT.	Charges on the Common Fund.					
	Improvements.	Contributions (in Money) to Turnpike Trusts.	Repair of existing Turnpike Roads.	Repair of Roads formerly Turnpike.	Salaries.	Other Comm Charges.
North Riding.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
Askrigg	- - -	- - -	- - -	176 5 3	90 0 0	16 1
Birdforth	- - -	198 7 0	- - -	254 15 3	200 0 0	19 19
Bulmer, East	23 4 8	263 3 0	- - -	545 4 2	140 0 0	31 4
Bulmer, West	- - -	392 10 10	- - -	- - -	190 0 0	29 4
Greta Bridge	- - -	- - -	- - -	115 14 10	122 2 0	10 10
Hang, East	- - -	- - -	- - -	- - -	148 15 0	15 19
Langbaurgh, East	- - -	- - -	- - -	- - -	190 0 0	20 7
Langbaurgh, West	- - -	210 18 0	122 17 10	- - -	190 0 0	96 18
Leyburn	- - -	- - -	- - -	163 4 7	140 0 0	14 10
Malton	9 5 2	- - -	- - -	213 12 7	88 15 0	9 17
Northallerton	- - -	51 0 0	- - -	310 11 6	200 0 0	59 1
Pickering Lythe, East	- - -	- - -	- - -	534 0 10	160 0 0	28 9
Pickering Lythe, West	- - -	- - -	- - -	166 0 0	65 0 0	14 15
Richmond	- - -	- - -	- - -	291 0 6	200 0 0	33 1
Ryedale	49 16 6	43 14 6	- - -	- - -	145 0 0	15 10
Whitby Strand	361 4 6	- - -	- - -	- - -	195 0 0	40 3
West Riding.						
Ecclesfield and Bradfield	- - -	- - -	41 17 10	214 7 6	220 0 0	49 16
Settle	105 15 0	- - -	- - -	205 8 3	200 0 0	40 4
Staincliffe, East	380 5 6	- - -	582 11 10	- - -	260 0 0	31 10
Strafforth and Tickhill, Lower	337 2 11	65 0 5	- - -	†1,056 5 10	350 0 0	46 1
	1,266 14 3	1,224 13 9	747 7 6	4,246 11 1	3,494 12 0	623 10 10

* Principal and interest payable by annuity for 20 years from 1870.

(Continued from page 71.)

NORTH WALES.

COUNTY OF ANGLESEY.

Amlwch	- - -	- - -	- - -	- - -	55 16 0	- - -

COUNTY OF DENBIGH.

Abergele	- - -	- - -	67 9 6	- - -	120 0 0	2 9
Llangollen	- - -	- - -	- - -	- - -	173 19 0	9 17
Llanrwst	- - -	- - -	132 5 6	237 11 9	125 0 0	20 14
Ruthin	3 0 10	- - -	- - -	- - -	190 0 0	8 9
Wrexham	302 12 1	- - -	- - -	170 6 11	260 0 0	101 7 10
	305 12 11	- - -	199 15 0	407 18 8	868 19 0	142 18 8

COUNTY OF MONTGOMERY.

Llanfyllin	- - -	292 2 10	- - -	- - -	82 10 0	19 7
Machynlleth	- - -	- - -	- - -	- - -	37 19 0	22 7
Newtown and Llanidloes	2 0 0	74 8 0	158 0 8	- - -	91 5 0	44 16
Welshpool and Forden	- - -	206 14 11	83 14 0	- - -	117 17 6	42 0
	2 0 0	573 5 9	241 14 8	- - -	329 11 6	128 11

COUNTY OF YORK.

				BALANCE, 31st December 1874.		DEBTS.		
erest of Debt.	Principal Repaid.	Other Payments.	Total Expenditure.	In hand.	Overspent.	Principal Unpaid.	Average Rate of Interest per Cent.	Unpaid Interest.
s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£	£ s. d.
- -	- - -	32 17 10	770 19 2	67 9 11	65 4 7	—	—	—
- -	- - -	4 5 5	3,000 2 7	777 19 3	29 4 3	—	—	—
12 9	*90 0 0	- - -	3,384 11 9	337 13 10	90 12 6	1,350 0 0	*—	—
- -	- - -	- - -	3,005 0 9	868 0 6	0 5 4	—	—	—
- -	- - -	72 16 9	857 7 1	204 16 11	1 8 0	—	—	—
- -	- - -	28 13 7	1,511 13 11	523 9 11	96 2 3	—	—	—
- -	- - -	0 16 0	3,876 7 11	956 12 5	170 0 10	—	—	—
- -	- - -	78 5 1	4,707 5 5	353 13 2	271 2 3	—	—	—
- -	- - -	- - -	1,722 9 2	196 0 5	129 14 0	—	—	—
- -	- - -	- - -	1,531 2 2	193 8 5	15 14 2	—	—	—
- -	- - -	5 18 10	3,646 17 5	458 14 8	65 12 7	—	—	—
- -	- - -	3 3 0	3,204 11 8	376 19 0	94 14 2	—	—	—
- -	- - -	61 12 4	1,978 15 10	535 0 0	31 8 10	—	—	—
6 3	13 4 4	37 2 5	2,142 5 4	765 12 2	22 14 10	416 6 2	5	—
0 0	20 0 0	- - -	2,998 1 5	686 9 10	46 5 6	140 0 0	5	—
7 4	60 6 9	6 16 0	3,302 17 3	570 1 7	83 8 0	1,043 8 8	5	—
- -	- - -	25 5 0	4,246 8 1	159 11 8	572 0 0	—	—	—
- -	- - -	21 1 3	2,349 12 4	50 3 0	473 2 9	—	—	—
16 9	65 9 8	40 7 6	4,528 15 1	404 3 6	1,077 4 10	146 13 3	4 & 5	—
17 1	30 0 0	35 7 0	6,825 14 5	2,153 12 10	21 5 3	510 0 0	5	—
0 2	279 0 9	454 8 0	59,590 18 9	10,639 13 0	3,357 4 11	3,606 8 1	—	—

† Including cost of repairing 26 miles of existing turnpike road.

NORTH WALES.

COUNTY OF ANGLESEY.

- -	- - -	3 12 6	220 7 8	6 10 9	—	—	—	—

COUNTY OF DENBIGH.

- -	- - -	- - -	638 17 11	152 4 0	—	—	—	—
- -	- - -	- - -	1,402 6 1	61 11 2	140 9 5	—	—	—
- -	- - -	1 7 6	1,206 17 9	151 7 9	79 7 4	—	—	—
- -	- - -	- - -	946 8 7	203 18 8	14 14 3	—	—	—
- -	- - -	8 14 3	3,408 16 10	538 12 11	259 9 5	—	—	—
- -	- - -	10 1 9	7,603 7 2	1,107 14 6	494 0 5	—	—	—

COUNTY OF MONTGOMERY.

-	-	68 1 5	1,330 9 7	345 6 11	133 9 8	—	—	—
-	-	- - -	607 14 3	94 13 6	95 9 0	—	—	—
-	-	50 3 7	1,014 19 6	272 15 9	134 17 1	—	—	—
-	-	17 12 11	1,164 1 2	287 14 4	104 10 9	—	—	—
-	-	135 17 11	4,117 4 6	1,000 10 6	468 6 6	—	—	—

SOUTH WALES.

III.—ABSTRACT of the GENERAL STATEMENTS of the RECEIPTS and EXPENDITURE on account of the HIGH
1874, pursuant to th

COUNTY OF BRECON.

NAME OF DISTRICT.	Length of Highways.	BALANCE, 25th March 1873.		RECEIPTS.			Manu Labou
		In Hand.	Overspent.	Rates or Assessments.	Other Receipts.	TOTAL RECEIPTS.	
Returns.	M. F.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
Brecon - - - 30	192 0	88 12 6	57 8 10	1,045 0 0	- - -	1,045 0 0	591 4
Builth - - - - 21	195 2	14 17 6	32 16 7	869 5 0	5 1 0	874 6 0	392 3
Crickhowell - - - 10	158 1	90 12 7	15 8 2	655 0 0	- - -	655 0 0	434 9
Devynnock - - - 12	217 0	172 16 11	47 5 5	1,111 0 0	- - -	1,111 0 0	838 17
Talgarth - - - 26	168 6	131 5 7	113 11 7	1,260 0 0	0 1 0	1,260 1 0	672 7
Vaynor - - - 6	74 3	46 7 8	- - -	580 0 0	12 6 10	592 6 10	331 12
Ystradgunlais - - 8	30 2	87 2 6	1 0 1	412 0 0	16 9 10	428 9 10	223 5
113	1,035 6	631 15 3	267 10 8	5,932 5 0	33 18 8	5,966 3 8	3,484 1

COUNTY OF CARDIGAN.

Aberayron - - - 14	293 4	29 4 9	36 1 6	582 10 0	- - -	582 10 0	347 19
Cardigan - - - 8	71 1	23 2 9	29 19 2	289 0 0	- - -	289 0 0	106 17
Geneurglyn, Lower - - 11	87 6	5 13 0	6 8 5	307 10 0	- - -	307 10 0	168 10
Geneurglyn, Upper - - 7	62 4	1 5 1	3 15 2	289 0 0	- - -	289 0 0	158 0
Lampeter - - - 10	97 6	10 4 4	34 1 5	351 0 0	- - -	351 0 0	212 7
Llandyssil - - - 3	61 0	21 6 8	- - -	164 4 2	0 7 0	164 11 2	113 15
Newcastle Emlyn - - 9	110 0	52 16 7	8 6 5	394 13 0	1 2 5	395 15 5	201 3
Tregaron, Lower - - 15	91 2	82 7 5	69 18 9	428 14 0	- - -	428 14 0	246 11
Tregaron, Upper - - 12	90 5	2 1 4	38 12 9	289 15 0	- - -	289 15 0	171 0
Ystwyth, Lower - - 7	90 0	12 7 2	2 7 3	350 0 0	- - -	350 0 0	226 13
Ystwyth, Upper - - 5	94 0	0 5 7	2 14 4	286 0 0	- - -	286 0 0	188 16
101	1,149 4	240 14 8	232 5 2	3,732 6 2	1 9 5	3,733 15 7	2,141 15

COUNTY OF CARMARTHEN.

Carmarthen - - - 13	216 6	168 18 1	0 13 9	505 15 9	- - -	505 15 9	245 17
Cross Inn - - - 29	117 6	98 18 10	78 14 2	380 13 10	- - -	380 13 10	173 2
Kidwelly - - - 1	10 0	- - -	54 11 11	291 0 3	6 1 8	297 1 11	69 6
Llanboidy - - - 11	164 0	68 9 11	32 9 11	1,400 0 0	23 14 0	1,423 14 0	393 12
Llandilofawr - - - 17	142 2	57 4 2	88 2 2	798 0 0	- - -	798 0 0	415 11
Llandovery - - - 13	168 6	46 11 10	42 5 9	652 0 0	- - -	652 0 0	319 0
Llanelly - - - 13	117 7	146 14 9	142 18 8	945 14 9	- - -	945 14 9	1,021 15
Llangadock - - - 12	92 4	109 3 2	5 13 1	380 12 5	6 0 0	386 12 5	182 8
Llangendeirne - - 7	160 4	48 19 11	9 1 8	936 14 5	- - -	936 14 5	323 16
Llanllawddog - - - 6	96 0	20 13 3	2 3 4	267 18 10	- - -	267 18 10	114 8
Llansawel - - - 16	154 1	32 13 0	121 5 0	871 0 0	- - -	871 0 0	295 19
Newcastle Emlyn - - 6	110 4	10 6 5	7 3 6	367 0 0	- - -	367 0 0	131 15
St. Clears - - - 13	104 4	125 19 7	16 6 7	781 4 8	- - -	781 4 8	333 15
157	1,655 4	934 12 11	601 9 6	8,577 14 11	35 15 8	8,613 10 7	4,020 8

SOUTH WALES.

he Parishes, Townships, &c. in the several Counties of South Wales for the Year ending the 25th March & 24th Victoria, Cap. 68.

COUNTY OF BRECON.

EXPENDITURE.						BALANCE, 25th March 1874.	
n Labour.	Materials.	Tradesmen's Bills.	Salaries.	Other Payments.	Total Expenditure.	In Hand.	Overspent.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
- -	239 1 6	14 16 6	173 11 0	8 7 6	1,027 1 4	77 11 10	28 9 6
- -	360 19 7	13 17 10	112 10 8	1 10 0	881 1 11	23 7 5	48 2 5
58 15 3	44 9 2	23 0 4	184 9 10	21 3 2	766 7 8	54 8 11	90 12 2
58 18 11	167 6 6	6 6 6	132 11 9	7 1 0	1,211 1 11	85 15 8	60 6 1
33 3 10	466 7 9	31 16 10	125 0 0	38 19 9	1,367 15 6	117 16 8	207 17 2
91 19 6	34 2 4	31 17 8	112 0 0	16 6 0	617 18 0	35 3 11	14 7 5
- -	92 15 6	- - -	84 1 0	2 3 3	402 5 2	113 19 6	1 12 5
42 17 6	1,405 2 4	121 15 8	924 4 3	95 10 8	6,273 11 6	508 3 11	451 7 2

COUNTY OF CARDIGAN.

98 5 5	- - -	13 19 6	73 15 3	- - -	533 19 9	59 9 6	17 16 0
11 11 10	76 12 11	- - -	63 0 8	9 6 6	267 9 1	33 13 1	18 18 7
24 0 9	43 2 0	3 6 0	57 10 10	5 11 4	302 1 1	8 17 9	4 4 3
37 11 10	33 4 0	1 14 11	57 10 0	2 10 0	290 10 11	5 1 4	9 2 4
62 15 3	1 6 5	6 4 6	48 5 0	- - -	330 18 2	29 2 10	32 18 1
39 4 2	43 0 0	- - -	31 0 0	- - -	226 19 11	1 3 2	42 5 3
34 14 4	71 6 6	4 17 9	73 0 0	- - -	385 2 1	59 3 8	4 0 2
50 1 4	43 17 11	9 16 1	58 2 6	- - -	408 9 4	96 17 4	64 4 0
7 19 6	34 10 1	1 6 0	58 2 6	0 15 0	273 13 10	4 16 7	25 6 10
14 3 2	44 3 11	7 13 0	57 10 0	4 2 10	354 6 1	8 18 11	3 5 1
4 19 0	21 16 11	1 10 0	57 10 0	6 12 1	281 4 4	4 7 2	2 0 3
85 6 7	413 0 8	50 7 9	635 6 9	28 17 9	3,654 14 7	311 11 4	224 0 10

COUNTY OF CARMARTHEN.

5 16 6	179 13 1	9 6 4	110 0 0	8 0 2	558 13 5	151 18 3	36 11 7
5 15 0	97 9 9	12 13 5	67 10 0	28 10 9	385 1 3	78 12 1	62 14 10
53 17 0	113 12 2	6 4 2	11 9 6	32 0 0	286 9 0	- - -	43 19 0
72 16 8	874 12 2	33 18 3	120 0 0	6 15 6	1,501 14 8	30 14 0	72 14 8
61 19 5	184 13 10	20 7 2	101 1 8	25 6 4	808 19 6	47 8 7	89 6 1
40 15 3	218 16 11	5 0 9	95 6 8	1 15 0	680 15 0	17 4 8	41 13 7
- -	- - -	7 18 1	159 2 1	1 11 7	1,190 7 4	139 13 11	380 10 5
27 12 3	119 1 6	5 14 0	60 10 0	6 4 7	401 11 1	90 3 6	1 12 1
30 4 0	404 7 11	7 9 11	105 0 0	27 1 2	897 19 0	91 0 6	12 6 10
13 12 9	69 17 2	3 11 0	55 0 0	5 1 9	261 10 9	31 11 2	6 13 2
18 10 10	243 8 10	- - -	100 15 0	23 18 5	682 12 7	122 18 10	23 3 5
34 12 6	104 7 8	2 13 5	70 5 0	10 17 8	354 11 5	25 4 4	9 12 10
14 15 0	330 8 4	17 5 4	115 0 0	2 15 0	813 19 2	88 16 4	11 17 10
380 7 2	2,940 9 4	132 1 10	1,170 19 11	179 17 11	8,824 4 2	915 6 2	792 16 4

COUNTY OF GLAMORGAN.

NAME OF DISTRICT.	Length of Highways.	BALANCE, 25th March 1873.		RECEIPTS.			Manual Labour
		In Hand.	Overspent.	Rates or Assessments.	Other Receipts.	Total Receipts.	
	Returns.	M. F.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
Bridgend	29	169 2	39 10 10	116 17 9	1,389 0 0	- - -	1,389 0 0	904 0
Cowbridge	28	148 0	194 14 1	77 6 1	1,005 0 0	1 11 0	1,006 11 0	743 0
Dynas Powis	23	146 7	77 0 0	109 5 8	1,856 11 11	- - -	1,856 11 11	1,154 3
Gelligaer	3	65 6	501 14 6	- - -	2,465 0 0	- - -	2,465 0 0	657 18
Gower	19	100 4	92 11 5	155 15 11	844 0 0	- - -	844 0 0	559 16
Llandaff	19	128 3	666 3 4	47 18 0	2,791 15 9	4 0 0	2,795 15 9	2,035 2
Neath	30	189 6	374 11 5	451 18 11	3,085 1 6	21 0 0	3,106 1 6	2,212 15
Pontypridd, No. 1	3	92 3	1,430 13 9	3 13 0	4,158 9 2	- - -	4,158 9 2	†2,777 14 1
Pontypridd, No. 2	3	134 0	274 1 2	53 15 0	4,700 0 0	- - -	4,700 0 0	2,145 7
Swansea	17	122 4	103 11 8	72 13 6	1,353 10 0	- - -	1,353 10 0	697 1
	174	1,297 3	3,754 12 2	1,089 3 10	23,648 8 4	26 11 0	23,674 19 4	13,886 19

* Including expenditure on New Works; amount not stated.

COUNTY OF PEMBROKE.

Boncath	14	125 7	93 6 0	11 12 4	611 0 0	- - -	611 0 0	207 3
Haverfordwest, North	17	200 0	74 19 5	49 15 1	1,326 0 0	- - -	1,326 0 0	459 3
Haverfordwest, South	19	173 6	226 11 5	12 15 9	1,041 4 9	- - -	1,041 4 9	360 0
Llawhaden	11	49 0	65 17 10	15 6 2	460 0 0	- - -	460 0 0	136 4
Mathry	19	220 1	212 11 9	63 17 9	1,010 0 0	- - -	1,010 0 0	471 17
Midland	13	64 5	58 16 6	25 16 2	422 10 0	- - -	422 10 0	161 14 1
Narberth	12	61 1	62 6 2	9 1 10	783 15 0	6 11 0	790 6 0	261 7
Newport	19	150 2	29 4 3	55 13 2	475 15 0	- - -	475 15 0	168 17
Pembroke	17	159 0	10 18 9	94 19 4	1,212 16 10	- - -	1,212 16 10	287 6
St. Dogmells	1	8 5	17 10 5	- - -	56 0 0	- - -	56 0 0	28 16
Tenby	11	93 0	42 8 4	- - -	825 18 11	0 17 1	826 16 0	262 1
	153	1,305 3	894 10 10	338 17 7	8,225 0 6	7 8 1	8,232 8 7	2,804 12

COUNTY OF RADNOR.

Colwyn	12	63 0	3 7 7	24 2 2	355 10 0	- - -	355 10 0	189 13
Knighton	23	230 0	131 4 7	133 1 9	919 0 0	11 0 0	930 0 0	376 0
Painscastle	11	103 0	71 14 0	- - -	574 0 0	- - -	574 0 0	302 1
Radnor	17	130 0	58 5 5	24 10 5	704 0 0	- - -	704 0 0	314 2
Rhayader	24	169 4	69 13 4	31 8 11	708 0 0	7 2 0	715 2 0	426 8
	87	695 4	334 4 11	213 3 3	3,260 10 0	18 2 0	3,278 12 0	1,608 6

ABSTRACT.

NAMES OF COUNTIES.	Length of Highways.	BALANCE, 25th March 1873.		RECEIPTS.			Manual Labour
		In Hand.	Overspent.	Rates or Assessments.	Other Receipts.	Total Receipts.	
SOUTH WALES.							
	Returns.	M. F.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
Breconshire	113	1,035 6	631 15 3	267 10 8	5,932 5 0	33 18 8	5,966 3 8	3,484 1
Cardiganshire	101	1,149 4	240 14 8	232 5 2	3,732 6 2	1 9 5	3,733 15 7	2,141 15
Carmarthenshire	157	1,655 4	934 12 11	601 9 6	8,577 14 11	35 15 8	8,613 10 7	4,020 8
Glamorganshire	174	1,297 3	3,754 12 2	1,089 3 10	23,648 8 4	26 11 0	23,674 19 4	13,886 19
Pembrokeshire	153	1,305 3	894 10 10	338 17 7	8,225 0 6	7 8 1	8,232 8 7	2,804 12
Radnorshire	87	695 4	334 4 11	213 3 3	3,260 10 0	18 2 0	3,278 12 0	1,608 6
	785	7,139 0	6,790 10 9	2,742 10 0	53,376 4 11	123 4 10	53,499 9 9	27,946 9

COUNTY OF GLAMORGAN.

EXPENDITURE.						BALANCE, 25th March 1874.	
Team Labour.	Materials.	Tradesmen's Bills.	Salaries.	Other Payments.	Total Expenditure.	In Hand.	Overspent.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
0 7 9	2 6 8	18 14 6	145 0 0	14 0 5	1,284 9 6	170 19 3	143 15 8
8 17 2	50 19 4	21 3 7	154 17 4	8 11 10	1,147 9 7	95 14 8	119 5 3
2 14 8	228 8 3	11 10 3	220 12 2	4 0 0	1,861 8 4	63 6 3	100 8 4
0 1 1	25 11 5	*1,257 18 6	150 0 0	50 19 5	2,242 8 5	724 6 1	—
1 10 0	87 18 3	- - -	130 0 0	6 3 0	875 7 10	89 17 11	184 10 3
2 3 6	881 11 1	8 12 7	180 0 0	84 13 7	3,272 3 0	228 3 6	86 5 5
6 1 2	281 1 10	59 11 1	205 0 0	46 9 6	2,950 19 1	558 15 0	481 0 1
6 2 3	343 9 10	374 4 9	180 0 0	996 3 0	4,777 14 8	1,783 9 5	975 14 2
5 16 10	1,602 10 8	67 17 0	160 0 0	43 10 0	4,155 1 7	980 6 2	215 1 7
1 19 0	229 3 8	13 4 3	165 0 0	- - -	1,186 8 6	254 1 2	56 1 6
5 13 5	3,733 1 0	1,832 16 6	1,690 9 6	1,254 10 9	23,753 10 6	4,948 19 5	2,362 2 3

† Including 2,053*l.* 12*s.* 4*d.* for New Roads and Improvements.

COUNTY OF PEMBROKE.

9 11 4	366 17 7	4 11 1	87 10 0	4 3 2	689 16 11	30 9 8	27 12 11
1 10 9	597 11 4	34 4 8	130 0 0	- - -	1,252 10 6	122 8 4	23 14 6
- -	521 16 3	60 15 3	125 0 0	1 17 0	1,069 8 6	218 14 5	33 2 6
6 2 7	265 12 4	0 19 6	80 0 0	4 8 7	493 7 1	46 11 8	29 7 1
5 8 0	415 3 1	16 5 8	118 0 0	39 12 0	1,096 5 10	222 18 7	160 10 5
7 17 6	190 18 6	15 0 9	79 5 0	- - -	464 16 8	23 15 9	33 2 1
5 17 9	451 13 1	11 10 4	80 0 0	2 4 9	812 13 1	31 16 6	0 19 3
5 12 2	198 17 7	3 2 2	100 0 2	8 3 10	494 13 3	21 1 1	66 8 3
2 12 2	541 13 3	47 16 1	131 0 0	12 11 11	1,072 19 5	86 2 4	30 5 6
5 7 0	7 15 1	0 7 6	11 5 0	6 19 9	60 10 7	12 19 10	—
8 12 9	398 13 9	8 3 11	88 0 0	6 7 6	781 19 7	87 4 9	—
8 12 0	3,956 11 10	202 16 11	1,030 0 2	86 8 6	8,289 1 5	904 2 11	405 2 6

COUNTY OF RADNOR.

9 10 9	16 10 0	18 14 6	45 0 0	27 6 11	366 15 10	4 13 3	36 13 8
5 0 0	6 5 3	7 14 5	69 10 0	22 10 0	687 0 5	258 2 2	16 19 9
2 12 5	88 3 9	12 15 6	66 0 0	14 8 4	586 1 7	82 0 10	22 8 5
7 5 4	114 17 5	- - -	59 13 4	42 19 8	718 18 1	46 6 6	27 9 7
5 6 9	62 0 1	4 5 11	60 0 0	3 0 0	681 1 1	101 15 1	29 9 9
9 15 3	287 16 6	43 10 4	300 3 4	110 4 11	3,039 17 0	492 17 10	133 1 2

ABSTRACT.

EXPENDITURE.						BALANCE, 25th March 1874.	
Team Labour.	Materials.	Tradesmen's Bills.	Salaries.	Other Payments.	Total Expenditure.	In Hand.	Overspent.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
42 17 6	1,405 2 4	121 15 8	924 4 3	95 10 8	6,273 11 6	508 3 11	451 7 2
35 6 7	413 0 8	50 7 9	635 6 9	28 17 9	3,654 14 7	311 11 4	224 0 10
30 7 2	2,940 9 4	132 1 10	1,170 19 11	179 17 11	8,824 4 2	915 6 2	792 16 4
55 13 5	3,733 1 0	1,832 16 6	1,690 9 6	1,254 10 9	23,753 10 6	4,948 19 5	2,362 2 3
08 12 0	3,956 11 10	202 16 11	1,030 0 2	86 8 6	8,289 1 5	904 2 11	405 2 6
89 15 3	287 16 6	43 10 4	300 3 4	110 4 11	3,039 17 0	492 17 10	133 1 2
62 11 11	12,736 1 8	2,383 9 0	5,751 3 11	1,755 10 6	53,834 19 2	8,081 1 7	4,368 10 3

LONDON:
Printed by George E. Eyre and William Spottiswoode,
Printers to the Queen's most Excellent Majesty.
For Her Majesty's Stationery Office.

HIGHWAYS ACT.

RETURN to an Order of the Honourable The House of Commons, dated 9 February 1875;—*for,*

RETURN "of PLACES in the several COUNTIES in *England* and *Wales* which have adopted the HIGHWAYS ACT, 25 & 26 Vict. c. 61 (in continuation of Parliamentary Paper, No. 505, of Session 1867-8); with additional Columns, showing 1. With regard to each County in which the Act has been only partially adopted, the Number and Total Acreage of Parishes which have not adopted it; and 2. The Rate in the £. levied as Highway Rate in each Highway District during the Year ending the 25th day of March 1869; and, with the Addition of Three fresh Columns, to show the Area of each Highway District, whether the Area of the Union or of the Petty Sessions Division, or any other Area (in continuation of Parliamentary Paper, No. 264, of Session 1870)."

Local Government Board, 13 May 1876.

JOHN LAMBERT, Secretary.

(*Sir George Jenkinson.*)

Ordered, by The House of Commons, *to be Printed,* 18 *May* 1876.

LIST of COUNTIES in *England* and *Wales* which have adopted the HIGHWAYS ACT, 25 & 26 Vict. c. 61.

	Page
ENGLAND:	
Bedford	4
Berks	4
Cambridge	4
Chester	4
Cornwall	4
Cumberland	4
Devon	6
Dorset	6
Durham	6
Essex	6
Gloucester	6
Hants	8
Hereford	8
Herts	8
Hunts	8
Kent	10
Lancaster	10
Leicester	10
Lincoln	10
Middlesex	10
Monmouth	10
Northampton	12
Northumberland	12
Nottingham	12
Oxford	12
Salop	12
Somerset	14
Suffolk	14
Surrey	14
Sussex	14
Warwick	14
Wilts	14
Worcester	16
York:	
North Riding	16
West Riding	16
NORTH WALES.	
Anglesey	16
Denbigh	16
Montgomery	16

COUNTIES in which the Act has not been adopted.

Bucks.	Westmoreland.
Norfolk.	Carnarvon.
Rutland.	Flint.
Stafford.	Merioneth.

The Act does not apply to the Counties of South Wales.

N.B.—The figures in the Column under "Rate in the £., &c.," are copied from the Parliamentary Paper 264, of Session 1870, in which the following note appears: "The Highway Rate not being equally assessed on the Highway Districts, but paid by the Overseers out of the Poor Rate on the Precepts of the Highway Boards, which fix the amount for each Parish (not according to the Rateable Value, but according to the requirement of each Parish), the Rate in the £. for each Highway District can only be given as an average calculated on the Total Amount of Rate and the Total Rateable Value for each District."

The District Returns are made for the year ending 31st December.

RETURN of PLACES in the several COUNTIES in *England* and *Wales* which have adopted the HIGHWAYS Columns, showing 1. With regard to each County in which the Act has been only partially adopted, the Highway Rate in each Highway District during the Year ending the 25th day of March 1869; and, with Union or of the Petty Sessions Division, or any other Area.

NAMES OF COUNTIES.	Whether the Acts have been partially or fully adopted.	Number and Total Acreage of Parishes which have not adopted the Acts.		Number of Districts.	Names by which they are known.	Number and Total Acreage of Parishes in Highway Districts.		Rate in the £. levied in each Highway District, for the Year ending 25 March 1869
		Number.	Total Acreage.			Number.	Total Acreage.	
ENGLAND:			*Acres.*				*Acres.*	*d.*
BEDFORD	Fully	–	–	5	Bedford	23	61,285	4½
					Biggleswade	33	59,494	3¾
					Bletsoe	26	52,150	7¾
					Luton	20	* 42,891	12½
					Woburn	35	71,154	7½
BERKS	Partially	* 99	* 219,117	7	Abingdon	31	39,310	6½
					Easthampstead	4	16,960	6¾
					Faringdon	25	53,495	10¼
					Ilsley	10	27,808	6¼
					Moreton	14	24,302	5½
					Wantage	18	33,737	7¾
					Wokingham	8	21,531	
CAMBRIDGE	Partially	86	215,817	1	Arrington and Caxton	42	78,379	6½
CHESTER	Fully	–	–	12	Audlem	17	46,891	3½
					Broxton, East	47	* 42,275	3¾
					Broxton, West	35	31,984	4
					Bucklow, East	34	54,234	8¼
					Daresbury	33	30,804	7½
					Eddisbury, East	21	40,025	3½
					Eddisbury, West	29	45,906	6
					Nantwich	23	30,605	4¾
					Northwich	60	70,319	6½
					Prestbury	41	82,786	5¼
					Stockport and Hyde	18	* 48,871	5¾
					Wirral	62	– ‡ –	5
CORNWALL	Partially	* 3	* 18,991	18	Callington	10	47,710	10¾
					Camborne	8	33,182	11¾
					Camelford	16	51,434	8
					Falmouth	9	36,780	7½
					Helston, North	4	27,206	10¾
					Helston, South	12	36,764	8
					Launceston	15	57,054	9
					Liskeard	12	56,307	13½
					Penzance	9	29,280	5¾
					Powder, West	9	44,800	9¼
					St. Austell	8	42,786	13¾
					St. Columb	17	79,753	8½
					St. Germans	11	32,160	7¾
					Stratton	11	51,783	14¼
					Trecan Gate	10	41,886	8¾
					Tregony	16	* 38,037	5½
					Trigg	13	59,756	8¾
					Tywardreath	8	21,940	8¼
CUMBERLAND	Partially	† 116	† 329,414	7	Alston	2	36,968	4¾
					Bootle	16	73,869	
					Brampton	28	10,268	4
					Leath Ward	66	173,679	4½
					Longtown	24	94,173	2¾
					Whitehaven	33	† 99,000	
					Wigton	53	136,467	2

* No information received; the figures inserted are taken, or calculated, from the Return made in 1870.

† Approximate.

ACT, 25 & 26 Vict. c. 61 (in continuation of Parliamentary Paper, No. 505, of Session 1867–8), with additional Number and Total Acreage of Parishes which have not adopted it; and 2. The Rate in the £. levied as he Addition of three fresh Columns, to show the Area of each Highway District, whether the Area of the

Number of Waywardens.		ORDER.		Number of Miles of Road.	Salaries per Annum.			Area of Highway District, whether		
ected.	Ex-officio.	Whether Final or Provisional.	Date.		Surveyor's.	Treasurer's.	Clerk's.	Area of Union.	Petty Sessions Division.	Or, any other Area.
				Miles.	£. s.	£. s.	£. s.			
23	17	Final - -	3 March - 1863	183	200 –	- -	60 –	No - -	Yes - -	No.
33	10	Final - -	3 March - „	140	150 –	- -	80 –	Yes, with the exception of one parish.	Yes - -	No.
26	9	Final - -	3 March - „	120¼	160 –	- -	50 –	No - -	Yes - -	No.
22	8	Final - -	3 March - „	171	200 –	- -	60 –	No - -	Yes - -	No.
35	16	Final - -	3 March - „	244½	220 –	- -	60 –	No - -	Yes - -	No.
30	11	Final - -	5 January 1863	103	180 –	- -	40 –	Yes - -	No - -	No.
4	6	Final - -	5 January „	74	73 –	- -	20 –	No - -	No - -	No.
27	11	Final - -	5 January „	140¼	160 –	- -	50 –	Yes - -	No - -	No.
10	1	Final - -	5 January „	78	60 –	- -	20 –	No - -	No - -	No.
14	3	Final - -	8 April - 1867	60½	75 –	3 3	30 –	No - -	No - -	No.
18	4	Final - -	5 January 1863	67	120 –	- -	30 –	No - -	No - -	No.
9	7	Final - -	19 October 1874	103	100 –	- -	30 –	No - -	No - -	No.
42	21	Final - -	13 March - 1868	158	175 –	- -	40 –	No - -	No - -	No.
33	4	Final - -	4 March - 1863	130½	150 –	- -	25 –	No - -	Yes - -	No.
47	6	Final - -	4 March - 1863 19 October 1873	130	100 –	- -	50 –	No - -	No - -	No.
35	5	Final - -	4 March - 1863	79¼	120 –	- -	60 –	No - -	No - -	No.
34	8	Final - -	4 March - „	249	200 –	- -	75 –	No - -	No - -	No.
33	14	Final - -	4 March - „	151	170 –	- -	50 –	—	—	—
21	6	Final - -	4 March - „	103¼	130 –	- -	30 –	No - -	No - -	No.
39	6	Final - -	4 March - „	166	160 –	- -	64 –	No - -	No - -	No.
23	1	Final - -	4 March - „	129½	150 –	- -	35 –	—	—	—
60	16	Final - -	4 March - „	284¾	252 –	3 –	80 –	No - -	No - -	No.
41	16	Final - -	4 March - „	300	200 –	- -	50 –	No - -	Yes - -	No.
18	9	Final - -	4 March - „	120	200 –	- -	80 –	No - -	Yes - -	No.
62	33	Final - -	4 March - „	158	160 –	- -	80 –	No - -	No - -	No.
13	3	Final - -	5 January 1864	305	120 –	- -	30 –	No - -	Yes - -	No.
10	4	Final - -	5 January „	149	140 –	- -	40 –	No - -	No - -	No.
16	3	Final - -	5 January „	203	90 –	- -	25 –	No - -	Yes - -	No.
10	11	Final - -	5 January „	163¾	150 –	- -	40 –	No - -	Yes - -	No.
7	1	Final - -	5 January „	160	90 –	- -	25 –	No - -	No - -	No.
13	4	Final - -	5 January „	160	80 –	- -	25 –	No - -	No - -	No.
15	7	Final - -	5 January „	184	130 –	- -	20 –	No - -	No - -	No.
17	- -	Final - -	5 January „	271	120 –	- -	30 –	No - -	No - -	No.
9	7	Final - -	5 January „	85¼	100 –	- -	35 –	No - -	No - -	No.
12	6	Final - -	5 January „	210	150 –	- -	35 –	No - -	Yes, except one parish.	No.
10	5	Final - -	5 January „	186	140 –	- -	35 –	No - -	No - -	No.
20	8	Final - -	5 January „	313	150 –	- -	35 –	Yes, except one parish.	No - -	No.
12	9	Final - -	5 January „	189½	130 –	- -	25 –	No - -	No - -	No.
13	7	Final - -	5 January „	171	90 –	- -	25 –	No - -	Yes - -	No.
12	7	Final - -	5 January „	202	100 –	- -	20 –	No - -	Yes - -	No.
16	6	Final - -	5 January „	120¾	125 –	- -	35 –	- - - Not stated.		
15	6	Final - -	5 January „	273	140 –	- -	27 –	No - -	Yes - -	No.
9	8	Final - -	5 January „	149½	125 –	- -	25 –	No - -	Yes - -	No.
5	1	Final - -	30 June - 1863	40	30 –	- -	15 –	Yes - -	No - -	No.
16	11	Final - -	15 October 1872	86	80 –	10 –	10 –	Yes - -	No - -	No.
30	- -	Final - -	9 April - 1867	164	80 –	- -	15 –	Yes - -	Yes - -	No.
66	22	Final - -	4 April - 1865	440	175 –	- -	50 –	Yes, except one borough.	No - -	No.
24	5	Final - -	9 April - 1867	236¼	137 –	- -	20 –	Yes - -	Yes - -	No.
33	- -	Final - -	17 October 1871 8 April - 1873	190¾	200 –	- -	30 –	Yes - -	No - -	No.
53	10	Final - -	2 July - 1867	313	160 –	- -	20 –	Yes - -	Yes, with two places added.	No.

‡ No information received; the Return made in 1870 contains no particulars.

RETURN of Places in the several Counties in *England* and *Wales*, whi

NAMES OF COUNTIES.	Whether the Acts have been partially or fully adopted.	Number and Total Acreage of Parishes which have not adopted the Acts.		Number of Districts.	Names by which they are known.	Number and Total Acreage of Parishes in Highway Districts.		Rate in the £ levied in ea Highway District, for Year endi 25 March 1
		Number.	Total. Acreage.			Number.	Total Acreage.	
ENGLAND—*continued.*			*Acres.*				*Acres.*	*d.*
DEVON	Partially	* 9	* 23,823	25	Ashburton	10	* 44,248	9
					Axminster	13	43,726	5
					Barnstaple	15	* 58,899	7½
					Bideford	15	55,554	9
					Chulmleigh	20	* 75,011	9½
					Crediton	20	59,893	6½
					Crockernwell	14	* 69,520	7½
					Cullompton	16	* 56,050	3½
					Ermington and Plympton	18	* 77,110	5½
					Great Torrington	19	60,130	6½
					Hatherleigh	17	65,275	13½
					Holsworthy	21	81,000	16
					Honiton	20	* 53,000	5
					Ilfracombe	20	69,980	6½
					Kingsbridge	21	55,351	8
					Lifton	18	68,903	10
					Midland Roborough	12	44,340	7
					Newton Abbot	22	51,284	5½
					Ottery	9	* 21,297	4½
					Southmolton	20	82,308	7½
					Tavistock	11	97,735	8½
					Tiverton	19	60,574	6½
					Totnes	13	* 52,700	5½
					Wonford	30	* 66,400	4½
					Woodbury	14	33,761	4½
DORSET	Fully	–	–	9	Blandford	31	53,800	3½
					Bridport	46	* 80,378	8½
					Cerne	25	44,820	4½
					Dorchester	62	111,716	4½
					Shaftesbury	24	40,419	9
					Sherborne	26	34,413	4½
					Shirminster	21	* 40,107	6½
					Wareham	28	* 90,780	4½
					Wimborne	34	* 101,380	4½
DURHAM	Partially	* 2	* 11,104	10	Auckland	34	60,549	3½
					Barnard Castle	23	73,600	4½
					Castle Eden and Seaham	19	38,854	4½
					Darlington	32	†	2½
					Durham and Chester-le-street.	42	80,446	3¾
					Gateshead and South Shields.	12	* 23,741	3½
					Houghton-le-Spring, and Sunderland.	27	25,900	5
					Lanchester	22	70,350	10½
					Stockton and Hartlepool	43	84,956	4½
					Weardale	13	85,211	4½
ESSEX	Partially	* 230	* 580,075	8	Bardfield	14	* 43,658	4
					Billericay	25	49,958	1½
					Chelmsford	30	79,036	4½
					Dunmow	22	* 51,423	4¾
					Hedingham	36	62,935	3¼
					Rochford	27	96,522	5
					Romford	8	30,975	–
					Winstree and Lexden	37	70,462	Half year ¾
GLOUCESTER	Partially	54	143,774	21	Badgworth	9	13,626	9¾
					Berkeley	6	15,740	–
					Bishop's Cleeve	8	11,928	9½
					Campden	20	33,337	8¾
					Cirencester	32	52,808	6
					Dursley	8	11,928	–
					Fairford	13	33,130	6¾
					Gloucester	24	24,194	7½
					Lawford's Gate	11	29,173	8¾
					Lydney	7	19,150	7
					Moreton-in-Marsh	18	25,660	7½

* No information received; the figures inserted are taken, or calculated, from the Return made in 1870.

ave adopted the Highways Act, 25 & 26 Vict. c. 61, &c.—*continued.*

Number of Waywardens.		ORDER.		Number of Miles of Road.	Salaries per Annum.			Area of Highway District, whether		
ected.	Ex-officio.	Whether Final or Provisional.	Date.		Surveyor's.	Treasurer's.	Clerk.	Area of Union.	Petty Sessions Division.	Or, any other Area.
				Miles.	£. s.	£. s.	£. s.			
14	6	Final	Epiphany 1864	241	120 –	– –	30 –	No	No	No.
16	7	Final	Easter 1863	213	125 –	– –	30 –	No	Yes	No.
18	7	Final	Epiphany 1864	287	130 –	– –	25 –	No	No	No.
17	9	Final	Midsummer 1863	228	100 –	– –	25 –	No	Yes	No.
23	8	Final	Easter „	264	115 –	– –	35 –	No	No	No.
21	9	Final	Easter „	220	120 –	– –	20 –	No	Yes	No.
17	4	Final	Epiphany 1865	293	120 –	– –	20 –	No	Yes	No.
19	11	Final	Midsummer 1863	290	145 –	– –	30 –	No	No	No.
20	17	Final	Easter „	316	150 –	– –	50 –	No	Yes	No.
19	8	Final	Midsummer „	226	120 –	– –	25 –	No	Yes	No.
18	6	Final	Epiphany 1864	208	100 –	– –	25 –	No	Yes	No.
23	7	Final	Easter 1863	272	100 –	– –	13 –	No	Yes	No.
22	8	Final	Easter „	281	120 –	– –	30 –	No	Yes	No.
20	7	Final	Epiphany 1864	250	90 –	– –	35 –	No	No	No.
22	7	Final	Michaelmas 1863	324	100 –	– –	20 –	No	No	No.
19	7	Final	Midsummer „	254	130 –	– –	20 –	No	Yes	No.
12	8	Final	Michaelmas „	175	120 –	– –	25 –	No	Yes	No.
26	13	Final	Epiphany 1864	304½	160 –	– –	35 –	No	No	No.
9	6	Final	Midsummer 1863	98	60 –	– –	20 –	No	Yes	No.
23	7	Final	Easter „	344	125 –	– –	35 –	No	No	No.
14	4	Final	Michaelmas „	314	200 –	– –	45 –	No	Yes	No.
19	6	Final	Midsummer „	273	120 –	– –	25 –	No	No	No.
14	7	Final	Epiphany 1864	221	100 –	– –	30 –	No	No	No.
31	30	Final	Midsummer 1863	277	140 –	– –	50 –	No	Yes	No.
15	13	Final	Michaelmas „	169	75 –	– –	20 –	No	Yes	No.
31	6	Final	6 March 1863	113	100 –	– –	30 –	No	Yes	No.
49	19	Final	6 March „	318¾	250 –	– –	80 –	No	Yes	No.
29	10	Final	6 March „	142	130 –	– –	40 –	Yes	Yes	No.
62	30	Final	6 March „	293	225 –	– –	50 –	No	Yes, except one parish.	No.
26	4	Final	6 March „	183	150 –	– –	40 –	No	Yes	No.
26	11	Final	6 March „	147	120 –	– –	35 –	No	Yes, except one parish.	No.
24	10	Final	6 March „	144½	150 –	– –	40 –	Yes, except one parish.	Yes, except one parish.	No.
29	11	Final	6 March „	179	120 –	– –	40 –	Yes	Yes	No.
37	17	Final	6 March „	263	150 –	– –	50 –	No	Yes	No.
39	9	Final	5 January 1863	216	200 –	– –	100 –	No	No	No.
23	8	Final	5 January „	143	140 –	– –	25 –	No	Yes	No.
19	9	Final	5 January „	61	140 –	5 –	25 –	No	Yes	No.
31	8	Final	5 January „	82	180 –	– –	55 –	No	Yes	No.
42	27	Final	6 April „	215	280 –	10 –	50 –	No	No	No.
12	4	Final	5 January „	75¾	160 –	– –	50 –	No	No	No.
27	18	Final	5 January „	94	280 –	– –	50 –	No	Yes	No.
22	8	Final	5 January „	226	250 –	20 –	60 –	No	No	No.
43	17	Final	5 January „	143	160 –	– –	75 –	No	Yes	No.
13	4	Final	5 January „	106	120 –	– –	27 –	No	No	No.
16	6	Final	7 April 1868	152¼	150 –	– –	35 –	No	No	No.
25	15	Final	30 June „	177	150 –	– –	40 –	Yes	No	No.
32	17	Final	18 October 1867	310	250 –	– –	70 –	No	No	No.
29	5	Final	7 April 1863	187⅓	160 –	– –	30 –	No	Yes	No.
38	14	Final	7 April 1868	251	225 –	– –	40 –	No	No	No.
27	7	Final	6 October 1863	145	175 –	– –	50 –	No	No	No.
8	5	Final	5 January 1869	85½	200 –	– –	50 –	No	No	No.
37	18	Final	30 June 1868	275	150 –	– –	70 –	No	No	No.
10	3	Final	17 March 1863	76	100 –	– –	40 –	No	No	No.
12	1	Final	16 March 1875	53½	60 –	– –	25 –	No	Yes	No.
9	2	Final	6 January 1863	60	65 –	– –	25 –	No	No	No.
22	4	Final	6 January „	120	140 –	– –	50 –	No	Yes	No.
32	17	Final	6 January „	206	160 –	– –	60 –	No	No	No.
13	6	Final	1 July 1873	62	100 –	– –	40 –	No	Yes	No.
13	6	Final	6 January 1863	117	125 –	– –	35 –	No	No	No.
25	8	Final	17 March „	69	180 –	– –	70 –	No	No	No.
12	19	Final	20 October „	153	230 –	– –	60 –	No	Yes, except two parishes.	No.
10	6	Final	1 January 1867	59	110 –	– –	25 –	No	Yes	No.
18	8	Final	6 January 1863	71¾	100 –	– –	25 –	No	No	No.

† No information received; the Return made in 1870 contains no particulars.

RETURN of Places in the several Counties in *England* and *Wales*, which

NAMES OF COUNTIES.	Whether the Acts have been partially or fully adopted.	Number and Total Acreage of Parishes which have not adopted the Acts.		Number of Districts.	Names by which they are known.	Number and Total Acreage of Parishes in Highway Districts.		Rate in the £. levied in each Highway District, for the Year ending 25 March 18
		Number.	Total Acreage.			Number.	Total Acreage.	
ENGLAND—*continued.*			*Acres.*				*Acres.*	*d.*
GLOUCESTER—*continued* -	Partially - -	54	143,774	21	Newent - - - -	12	27,939	5¼
					Northleach - - -	24	56,910	8½
					Sodbury - - -	22	57,324	7
					Stow-on the-Wold - -	24	36,109	7¾
					Stroud - - - -	5	12,023	8
					Tetbury - - - -	11	21,806	3¼
					Thornbury - - -	13	38,395	3½
					Wheatenhurst - -	17	28,357	5¾
					Winchcomb - - -	28	52,963	11¾
					Wotton-under-Edge -	6	15,974	6¼
HANTS - - - - -	Fully - -	–	- -	23	Alresford - - -	19	42,424	5
					Alton - - - -	23	58,235	4½
					Andover - - -	27	64,484	2¾
					Basingstoke - - -	39	64,728	4¼
					Catherington - - -	6	12,901	7¾
					Christchurch - - -	14	30,186	5
					Droxford - - -	14	48,914	4½
					Fareham - - -	8	31,491	4½
					Fordingbridge - -	8	16,565	2½
					Hartley-Wintney - -	18	57,276	4¼
					Havant - - - -	5	11,230	3¼
					Headley - - -	3	15,542	8¾
					Hursley - - -	6	* 16,400	2¼
					Kingsclere - - -	17	46,591	3
					Lymington - - -	5	38,433	5
					New Forest - - -	9	67,102	5
					Petersfield - - -	13	39,094	7½
					Ringwood - - -	5	16,665	3¼
					Romsey - - - -	9	25,031	3¼
					South Stoneham - -	15	23,000	2½
					Stockbridge - - -	18	41,925	1
					Whitchurch - - -	8	30,609	2¼
					Winchester - - -	19	54,214	3¾
HEREFORD - - - -	Partially - -	1	- † -	10	Bredwardine - - -	11	20,891	6¾
					Bromyard - - -	33	57,198	8½
					Dore - - - -	27	67,384	8¼
					Hereford - - -	42	64,000	5¾
					Kington - - -	13	42,219	- -
					Ledbury - - -	22	48,824	5½
					Leominster - - -	41	63,318	6¼
					Ross - - - -	37	71,024	5
					Weobley - - -	21	42,911	6½
					Wigmore - - -	15	36,308	7¼
HERTS - - - - -	Fully - -	–	- -	7	Buntingford - - -	26	50,289	3
					Hadham - - -	17	* 43,860	1¾
					Hatfield - - - -	12	43,582	Half year, -½
					Hertford - - -	23	49,340	Half year, 1½
					Hitchin - - - -	23	42,834	3¼
					St. Albans - - -	13	* 55,238	2
					Watford - - -	8	- ‡ -	- -
HUNTS - - - - -	Fully - -	–	- -	5	Hurstingstone - -	18	39,092	5
					Leightonstone - -	31	* 52,235	9
					Norman Cross - -	26	* 50,366	4¾
					Toseland - - -	19	* 40,397	6
					Warboys - - -	6	* 32,005	9¾

* No information received; the figures inserted are taken, or calculated, from the Return made in 1870.
† The acreage of this parish cannot be ascertained.

have adopted the Highways Act, 25 & 26 Vict. c. 61, &c.—*continued*.

Number of Waywardens.		ORDER.		Number of Miles of Road.	Salaries per Annum.			Area of Highway District, whether		
Elected.	Ex-officio.	Whether Final or Provisional.	Date.		Surveyor's.	Treasurer's.	Clerk's.	Area of Union.	Petty Sessions Division.	Or, any other Area.
				Miles.	£. s.	£. s.	£. s.			
14	7	Final	17 March 1863	125	135 –	– –	40 –	No	Yes	No.
24	11	Final	6 January „	175	150 –	– –	30 –	No	Yes	No.
25	11	Final	20 October „	214	190 –	– –	50 –	No	No	No.
24	6	Final	17 March „	111½	130 –	– –	35 –	No	No	No.
12	8	Final	17 October 1865	80	110 –	– –	30 –	No	No	No.
12	8	Final	5 January 1864	77¼	60 –	– –	20 –	No	Yes	No.
19	9	Final	6 January 1863	133	140 –	– –	25 –	No	Yes	No.
18	16	Final	17 March „	86	140 –	– –	45 –	No	Yes	No.
29	7	Final	5 January 1864	204	125 –	– –	40 –	No	Yes	No.
7	4	Final	5 January „	78	76 –	– –	30 –	No	Yes	No.
20	5	Final	14 March 1863	195	160 –	5 –	25 –	Yes	No	No.
24	6	Final	14 March „	221	140 –	4 –	20 –	Yes, except one parish.	No	No.
27	9	Final	14 March „	240	140 –	– –	40 –	Yes	No	No.
40	12	Final	14 March „	250	180 –	– –	40 –	Yes, except one parish.	No	No.
6	– –	Final	14 March „	58½	50 –	– –	10 –	Yes	No	No.
15	8	Final	14 March „	102	75 –	– –	15 –	Yes	No	No.
16	11	Final	14 March „	244	150 –	– –	30 –	Yes	Yes	No.
11	10	Final	14 March „	112	130 –	– –	30 –	Yes	No	No.
11	4	Final	14 March „	51	65 –	– –	20 –	Yes	No	No.
27	11	Final	14 March „	280	200 –	– –	60 –	No	No	No.
6	4	Final	14 March „	36	30 –	5 –	10 –	Yes, except one parish.	No	No.
3	3	Final	19 October „	72	50 –	5 –	15 –	Yes	No	No.
9	4	Final	14 March „	37	30 –	– –	15 –	Yes	No	No.
22	8	Final	14 March „	179½	120 –	– –	30 –	Yes, except two parishes.	No	No.
11	13	Final	14 March „	200	100 –	4 –	20 –	Yes, except one parish.	No	No.
18	13	Final	14 March „	182	125 –	– –	50 –	Yes	No	No.
13	– –	Final	14 March „	184	150 –	– –	25 –	Yes	No	No.
9	4	Final	14 March „	89½	57 –	3 –	10 –	No	No	No.
15	5	Final	14 March „	73	50 –	– –	25 –	No	No	No.
16	10	Final	14 March „	80	90 –	– –	35 –	Yes	No	No.
22	2	Final	14 March „ 19 October „	143	80 –	– –	20 –	Yes, except one parish.	No	No.
11	4	Final	14 March „	120	60 –	– –	15 –	Yes	No	No.
21	3	Final	14 March „	170	150 –	– –	50 –	Yes, except parishes within City of Winchester.	No	No.
12	8	Final	4 January 1864	68	75 –	3 –	20 –	No	No	No.
33	4	Final	5 January 1863	229	250 –	– –	40 –	No	Yes	No.
29	11	Final	Epiphany „	204	160 –	– –	30 –	No	Yes, except one parish.	No.
43	21	Final	Epiphany „	265½	280 –	– –	40 –	Yes, except Hereford City.	No	No.
15	12	Final	3 January 1870	117¼	110 –	– –	20 –	No	Yes	No.
23	9	Final	4 January 1864	152	214 –	– –	50 –	Yes	No	No.
42	9	Final	5 January 1863	243¼	125 –	– –	35 –	No	No	No.
37	23	Final	16 March „	295½	240 –	– –	40 –	No	No	No.
24	6	Final	5 January „	138	140 –	– –	10 –	No	No	No.
20	8	Final	16 March „ 14 March 1864	92	100 –	– –	25 –	No	Yes	No.
26	10	Final	Easter 1868	155	215 –	– –	50 –	No	No	No.
19	13	Final	Easter „	145	215 –	5 5	50 –	No	No	No.
12	21	Final	Easter „	199¾	180 –	– –	50 –	No	No	No.
23	12	Final	Easter „	145½	175 –	– –	50 –	No	No	No.
25	– –	Final	Easter „	131	200 –	– –	50 –	Yes, except Hitchin Borough.	No	No.
13	20	Final	Easter „	204	225 –	– –	50 –	No	No	No.
8	– –	Final	Easter „	150	170 –	– –	50 –	Yes	No	No.
22	2	Final	19 October 1863	96	130 –	5 –	25 –	No	Yes	No.
31	5	Final	19 October „	142	160 –	– –	40 –	No	Yes	No.
26	7	Final	19 October „	125	170 –	– –	50 –	No	Yes	No.
22	8	Final	19 October „	84	100 –	– –	30 –	No	Yes	No.
7	6	Final	13 October 1873	30½	45 –	– –	15 –	No	No	No.

‡ No information received; the Return made in 1870 contains no particulars.

RETURN of Places in the several Counties in *England* and *Wales* which

NAMES OF COUNTIES.	Whether the Acts have been partially or fully adopted.	Number and Total Acreage of Parishes which have not adopted the Acts.		Number of Districts.	Names by which they are known.	Number and Total Acreage of Parishes in Highway Districts.		Rate in the £. levied in each Highway District, for the Year ending 25 March 1869.
		Number.	Total Acreage.			Number.	Total Acreage.	
ENGLAND—*continued.*			*Acres.*				*Acres.*	*d.*
KENT	Fully	–	–	18	Appledore	16	53,421	12½
					Ashford	24	57,645	11¾
					Bearsted	31	66,950	9½
					Bromley	16	35,919	8½
					Cranbrook	13	76,938	9½
					Dartford	20	*45,165	4¼
					Elham	23	*51,649	8½
					Faversham	42	*79,790	9½
					Home	26	51,382	5½
					Hoo	7	21,056	4¼
					Malling	24	45,485	7½
					New Romney	20	44,743	8½
					Rochester	18	37,727	6¾
					Sevenoaks	10	*35,766	7
					Sheppey	7	22,053	6½
					Thanet, Isle of	10	26,021	4¾
					Tonbridge	16	59,965	9
					Wingham	53	*91,386	4¼
LANCASTER	Partially	326	†716,870	8	Childwall	5	11,828	13¾
					Garstang	23	59,735	6
					Leyland	35	74,059	13¾
					Ormskirk	6	19,911	12¾
					Prescot	6	23,207	5¾
					Sefton	9	14,785	15¼
					Southport	7	41,011	9¾
					Warrington	14	28,731	10¼
LEICESTER	Fully	–	–	9	Ashby-de-la-Zouch	27	30,565	3½
					Belvoir	15	‡	15¼
					East Norton	32	*39,489	10¼
					Leicester	69	*81,730	4¾
					Loughborough	33	‡	4¾
					Lutterworth	34	49,265	4½
					Market Bosworth	56	‡	4
					Market Harborough	25	39,058	6¼
					Melton Mowbray	53	87,763	9
LINCOLN	Partially	*662	*1,459,636	2	Axholme, Isle of	15	40,250	16½
					Gainsborough	37	59,787	8¾
MIDDLESEX	Partially	*33	*69,215	1	Edgware	8	32,563	8
MONMOUTH	Fully	–	–	8	Abergavenny	20	47,032	6½
					Caerleon	8	*20,830	7¾
					Chepstow	24	‡	7¼
					Christchurch	17	*38,000	5¼
					Monmouth and Skenfrith	11	*34,203	9¼
					Newport	18	*35,000	5¾
					Pontypool and Usk	18	*30,195	8½
					Raglan and Trelleck	20	*39,375	4¾

* No information received; the figures inserted are taken, or calculated, from the Return made in 1870. † Approximate.

ave adopted the Highways Act, 25 & 26 Vict. c. 61, &c.—*continued.*

Number of Waywardens.		ORDER.		Number of Miles of Road.	Salaries per Annum.			Area of Highway District, whether		
cted.	Ex-officio.	Whether Final or Provisional.	Date.		Surveyor's	Treasurer's.	Clerk's.	Area of Union.	Petty Sessions Division.	Or, any other Area.
				Miles.	£. s.	£. s.	£. s.			
16	1	Final - -	3 March - 1863	200	200 –	- -	25 –	No - -	No - -	No.
24	10	Final - -	3 March - „	217	300 –	- -	50 –	No - -	No - -	No.
31	16	Final - -	3 March - „	372	340 –	- -	100 –	No - -	Yes - -	No.
16	22	Final - -	3 March - „	197	240 –	- -	60 –	Yes, except one place.	Yes, except one place.	No.
13	15	Final - -	3 March - „	273	250 –	- -	50 –	No - -	Yes - -	No.
20	12	Final - -	3 March - „	245	85 –	- -	75 –	Yes, except borough.	Yes - -	No.
23	9	Final - -	3 March - „	270	250 –	- -	40 –	No - -	Yes - -	No.
12	17	Final - -	3 March - „	320	378 –	- -	100 –	No - -	Yes - -	No.
26	13	Final - -	3 March - „	206	250 –	- -	100 –	No - -	No - -	No.
7	1	Final - -	1 July - 1869	53	100 –	- -	25 –	Yes, except part of one parish.	No - -	No.
24	20	Final - -	3 March - 1863	214	260 –	- -	60 –	No - -	Yes - -	No.
20	2	Final - -	3 March - „ 27 June - „	147	175 –	- -	35 –	No - -	No - -	No.
18	13	Final - -	3 March - „	136	200 –	- -	50 –	No - -	No - -	No.
10	21	Final - -	3 March - „	215¾	250 –	- -	60 –	No - -	Yes - -	No.
17	- -	Final - -	12 April - 1864 15 October 1872	38¼	90 –	5 –	20 –	Yes - -	No - -	No.
10	9	Final - -	12 April - 1864	131¼	140 –	- -	35 –	Yes - -	No - -	No.
16	41	Final - -	3 March - 1863	230	300 –	- -	50 –	No - -	Yes, area of two petty sessional divisions.	No.
18	16	Final - -	3 March - „	381¼	285 –	- -	80 –	No - -	No - -	No.
15	7	Final - -	20 January 1873	51	150 –	- -	50 –	No - -	Yes - -	No.
13	7	Final - -	7 January 1863	210	120 –	- -	25 –	Yes - -	Yes - -	No.
15	32	Final - -	19 October 1864	318	210 –	- -	150 –	No - -	Yes - -	No.
16	3	Final - -	19 January „	83	130 –	7 10	40 –	No - -	No - -	No.
16	9	Final - -	20 January 1863	63	225 –	- -	40 –	No - -	No - -	No.
19	15	Final - -	14 July - „	74	120 –	- -	40 –	No - -	No - -	No.
17	19	Final - -	19 January 1864	192	150 –	- -	40 –	No - -	No - -	No.
14	13	Final - -	19 April - „	101	200 –	- -	50 –	No - -	No - -	No.
17	4	Final - -	5 February 1863	99	140 –	- -	50 –	No - -	Yes - -	No.
15	4	Final - -	March - „	97	120 –	- -	40 –	No - -	Yes - -	No.
12	8	Final - -	14 February „	134	100 –	- -	10 –	No - -	Yes - -	No.
19	16	Final - -	5 January „	278	370 –	- -	80 10	No - -	Yes - -	No.
13	11	Final - -	March - „	246	240 –	- -	50 –	No - -	Yes - -	No,
14	8	Final - -	14 February „	171	210 –	- -	30 –	No - -	Yes - -	No.
17	8	Final - -	5 January „	212¼	225 –	- -	30 –	No - -	Yes - -	No.
15	6	Final - -	5 January „	127	150 –	- -	40 –	No - -	Yes - -	No.
13	8	Final - -	14 February „	319	200 –	- -	35 –	No - -	Yes - -	No.
19	3	Final - -	7 April - 1865	115	150 –	- -	40 –	No - -	No - -	No,
18	10	Final - -	March - 1868	189	200 –	- -	40 –	Yes, except two parishes.	No - -	No.
11	5	Final - -	19 February 1863	127	355 –	- -	60 –	Yes - -	Yes - -	No.
13	10	Final - -	27 June - 1864	148	120 –	- -	30 –	No - -	Yes - -	No.
10	8	Final - -	17 October „	58	100 –	- -	15 –	No - -	Yes - -	No.
14	6	Final - -	17 October „	119	110 –	- -	45 –	No - -	Yes - -	No.
18	8	Final - -	17 October „	103½	107 10	- -	40 –	No - -	Yes - -	No.
16	10	Final - -	17 October „	104	115 –	- -	25 –	No - -	Yes, area of two petty sessional divisions.	
18	14	Final - -	17 October „	138	120 –	- -	50 –	No - -	Yes - -	No.
18	19	Final - -	2 January 1865	101¾	100 –	- -	20 –	No - -	No - -	No.
10	6	Final - -	17 October 1864	153	90 –	- -	20 –	No - -	No - -	No.

‡ No information received; the Return made in 1870 contains no particulars.

RETURN of Places in the several Counties in *England* and *Wales* whi

NAMES OF COUNTIES.	Whether the Acts have been partially or fully adopted.	Number and Total Acreage of Parishes which have not adopted the Acts.		Number of Districts.	Names by which they are known.	Number and Total Acreage of Parishes in Highway Districts.		Rate in the £. levied in each Highway District, for th Year ending 25 March 186
		Number.	Total Acreage.			Number.	Total Acreage.	
ENGLAND—*continued*.			*Acres.*				*Acres.*	*d.*
NORTHAMPTON	Fully	–	–	10	Brackley	35	65,836	8¼
					Brixworth	30	* 44,091	9¼
					Hardingstone	35	* 57,120	5
					Irthlingborough	27	* 58,255	10½
					Kettering	35	67,168	6¾
					Kingscliffe	39	63,122	8¼
					Little Bowden	24	41,914	6¾
					Thrapston	17	36,218	9
					Towcester	41	59,942	7
					Weedon	40	73,690	7½
NORTHUMBERLAND	Partially	354	512,392	9	Alnwick	35	69,295	–
					Belford	36	39,323	5½
					Bellingham	17	133,259	–
					Felton	43	56,414	6
					Glendale	60	123,071	4½
					Haltwhistle	19	58,512	4
					Norham and Islandshires	27	39,450	5
					Rothbury	41	109,410	–
					Whittingham	35	67,028	–
NOTTINGHAM	Fully	–	–	8	Bingham	35	82,931	6½
					Mansfield	21	43,184	4½
					Newark	50	67,928	7¼
					Nottingham	28	31,825	5¼
					Ollerton	18	45,562	3¾
					Retford	69	132,343	8¼
					Rushcliffe	28	42,083	6¼
					Southwell	33	44,208	4¼
OXFORD	Fully	–	–	9	Bampton, East	24	41,518	7¼
					Bampton, West	23	34,967	9½
					Banbury and Bloxham	33	39,520	7½
					Bicester	36	60,080	8¾
					Bullingdon	49	* 60,693	8¼
					Chadlington	43	59,616	5¾
					Henley	20	46,242	5¼
					Watlington	39	58,682	7½
					Wootton	34	50,543	4½
SALOP	Partially	50	† 44,173	13	Albrighton	11	22,293	–
					Bishop's Castle	28	* 102,081	7½
					Bridgnorth	25	58,454	4¾
					Church Stretton	14	* 43,886	4¼
					Cleobury Mortimer and Kidderminster.	19	53,095	6
					Condover	37	108,728	3¾
					Drayton	11	57,732	2¾
					Ludlow	23	65,507	4½
					Newport	10	23,295	1¾
					Oswestry	12	57,915	5¾
					Pimhill	12	33,323	3
					Wem	12	53,020	3½
					Wrekin	13	36,945	4½

* No information received; the figures inserted are taken, or calculated, from the Return made in 1870. † Approximate.

e adopted the Highways Act, 25 & 26 Vict. c. 61, &c.—*continued.*

Number of Waywardens.		ORDER.		Number of Miles of Road.	Salaries per Annum.			Area of Highway District, whether		
ected.	Ex-officio.	Whether Final or Provisional.	Date.		Surveyor's.	Treasurer's.	Clerk's.	Area of Union.	Petty Sessions Division.	Or, any other Area.
				Miles.	£. s.	£. s.	£. s.			
35	9	Final - -	7 January 1863	182	200 –	- -	40 –	No - -	Yes - -	No.
30	7	Final - -	7 January „	132	200 –	- -	30 –	No - -	No - -	No.
35	9	Final - -	7 January „	134	175 –	- -	40 –	No - -	No - -	No.
27	7	Final - -	7 January „	140	220 –	- -	30 –	No - -	No - -	No.
35	9	Final - -	7 January „	194	220 –	- -	50 –	No - -	Yes - -	No.
39	10	Final - -	7 January „	160	260 –	- -	40 –	No - -	Yes, except one parish.	No.
24	3	Final - -	7 January „	115	150 –	- -	50 –	No - -	Yes - -	No.
17	4	Final - -	7 January „	87¾	150 –	- -	30 –	No - -	Yes - -	No.
41	9	Final - -	7 January „	164	275 –	- -	50 –	No - -	Yes - -	No.
40	11	Final - -	7 January „	232	225 –	- -	50 –	No - -	Yes - -	No.
35	8	Final - -	6 January 1869	144½	130 –	- -	20 –	No - -	Yes - -	No.
27	5	Final - -	7 January 1863	96¼	90 –	- -	30 –	Yes - -	Yes - -	No.
17	2	Final - -	7 April - 1869	118	70 –	5 –	15 –	No - -	No - -	No.
43	3	Final - -	3 January 1866	154	100 –	- -	20 –	No - -	No - -	No.
53	8	Final - -	17 October „	201½	150 –	- -	60 –	No - -	Yes - -	No.
19	2	Final - -	11 January „	150	70 –	- -	15 –	Yes - -	Yes - -	No.
26	2	Final - -	17 October „	74¼	70 –	- -	50 –	Yes, exclusive of the borough of Berwick.	No - -	No.
41	5	Final - -	15 October 1873	123	60 –	- -	20 –	No - -	No - -	No.
35	6	Final - -	2 July - „	139	80 –	- -	25 –	No - -	Yes - -	No.
35	8	Final - -	21 October 1863	168	150 –	- -	40 –	No - -	Yes - -	No.
20	10	Final - -	21 October „	128	130 –	- -	35 –	No - -	No - -	No.
50	13	Final - -	21 October „	198½	165 –	- -	40 –	No - -	Yes, with slight variation.	No.
28	8	Final - -	21 October „	127	150 –	- -	35 –	No - -	No - -	No.
18	1	Final - -	21 October „	104¾	110 –	- -	30 –	No - -	No - -	No.
69	9	Final - -	21 October „	333	160 –	- -	50 –	No - -	Yes, with slight variation.	No.
28	3	Final - -	21 October „	122	130 –	- -	40 –	No - -	No - -	No.
33	11	Final - -	21 October „	136	110 –	- -	30 –	No - -	No - -	No.
26	5	Final - -	Epiphany 1864	130	145 –	- -	35 –	No - -	Yes, with two other parishes.	No.
23	6	Final - -	Michaelmas 1863	133	140 –	- -	35 –	No - -	Yes - -	No.
33	6	Final - -	Trinity „	118½	180 –	- -	50 –	No - -	Yes - -	No.
36	12	Final - -	Michaelmas „	150½	160 –	- -	40 –	No - -	Yes - -	No.
49	16	Final - -	Epiphany 1865	105	200 –	- -	80 –	No - -	Yes - -	No.
41	4	Final - -	Epiphany 1864	166	150 –	- -	50 –	No - -	Yes, except two parishes.	No.
23	14	Final - -	Trinity 1863	245	200 –	- -	50 –	No - -	Yes - -	No.
39	14	Final - -	Michaelmas „	154	150 –	- -	50 –	No - -	Yes - -	No.
34	13	Final - -	Michaelmas „	126	150 –	- -	40 –	No - -	No - -	No.
12	6	Final - -	26 June - 1871	67	70 –	- -	20 –	No - -	No - -	No.
34	7	Final - -	16 March - 1863	382	180 –	- -	25 –	No - -	No - -	No.
27	7	Final - -	16 March - „	197¼	180 –	- -	50 –	Yes - -	No - -	No.
15	5	Final - -	16 March - „	159	105 –	- -	25 –	Yes - -	No - -	No.
22	7	Final - -	16 March - „ / 4 January 1864	189	150 –	- -	30 –	No - -	No - -	No.
39	15	Final - -	16 March - 1863	244	180 –	- -	40 –	No - -	No - -	No.
19	12	Final - -	16 March - „	196	130 –	- -	25 –	No - -	Yes, with the addition of part of one parish.	No.
25	7	Final - -	16 March - „	232	200 –	- -	30 –	No - -	No - -	No.
16	5	Final - -	16 March - „	70¾	100 –	- -	40 –	No - -	No - -	No.
13	10	Final - -	16 March - „	277	200 –	- -	40 –	No - -	Yes - -	No.
13	4	Final - -	16 March - „	116	100 –	- -	30 –	No - -	No - -	No.
17	7	Final - -	16 March - „	176	136 –	- -	35 –	No - -	No - -	No.
18	3	Final - -	16 March - „	116	120 –	- -	40 –	No - -	No - -	No.

RETURN of Places in the several Counties in *England* and *Wales* whi

NAMES OF COUNTIES.	Whether the Acts have been partially or fully adopted.	Number and Total Acreage of Parishes which have not adopted the Acts.		Number of Districts.	Names by which they are known.	Number and Total Acreage of Parishes in Highway Districts.		Rate in the £ levied in e Highwa District, for Year endi 25 March 1
		Number.	Total Acreage.			Number.	Total Acreage.	
ENGLAND—*continued.*			*Acres.*				*Acres.*	*d.*
SOMERSET	Fully	–	–	19	Axbridge	38	*93,050	6½
					Bridgwater	39	81,511	5
					Clutton	28	41,287	5
					Crewkerne	20	31,571	4
					Dulverton	13	77,640	9¾
					Dunster	16	60,064	7½
					Frome	29	50,206	5
					Ilminster	31	45,440	4
					Keynsham	14	20,547	1½
					Langport	22	*49,903	6¼
					Long Ashton	22	50,037	7
					Milverton	18	34,417	5½
					Shepton Mallet	24	47,550	4¼
					Taunton	37	63,225	5¾
					Wells	17	64,822	6
					Weston	20	*28,464	6¼
					Williton	19	41,156	6½
					Wincanton	43	65,057	4
					Yeovil	33	44,004	4¾
SUFFOLK	Partially	*333	*565,144	4	Hartismere	32	53,530	4
					Lavenham	54	102,125	4
					Mildenhall	23	88,412	5¼
					Wickhambrook	51	*93,944	6¼
SURREY	Partially	*11	*58,887	11	Blackheath	11	42,545	7¾
					Croydon	9	23,012	7
					Dorking	9	34,185	9¾
					Epsom	11	28,680	7
					Farnham	6	28,580	10
					Godalming	10	34,498	12
					Godstone	15	53,850	10
					Guildford	13	43,270	3
					Kingston	13	*27,070	9
					Mortlake	2	2,822	–
					Reigate	12	42,383	9¼
SUSSEX	Partially	*248	*665,552	3	Hastings	21	60,000	7½
					Mark Cross	4	50,684	15¾
					Rye	11	33,694	–
WARWICK	Partially	*209	*320,737	4	Alcester	17	36,451	3¾
					Henley in-Arden	18	31,101	4
					Kineton	25	34,828	12½
					Stratford-on Avon	21	33,781	6¾
WILTS	Partially	*6	*23,632	13	Amesbury	23	61,201	2¾
					Calne	11	27,279	11¼
					Chippenham	29	57,325	3½
					Cricklade	12	27,141	6½
					Devizes	29	58,000	6¾
					Everley and Pewsey	27	69,534	4¾
					Hindon	32	*73,679	9¼
					Malmesbury	28	†63,716	6¼
					Marlborough	25	87,060	11½
					Salisbury	48	102,991	5¼
					Swindon	21	68,075	9¾
					Trowbridge	27	57,052	6
					Warminster	23	49,399	3¾

* No information received; the figures inserted are taken, or calculated, from the Return made in 1870. † Approximate.

have adopted the Highways Act, 25 & 26 Vict. c. 61, &c.—*continued.*

Number of Waywardens.		ORDER.		Number of Miles of Road.	Salaries per Annum.			Area of Highway District, whether		
Elected.	Ex-officio.	Whether Final or Provisional.	Date.		Surveyor's.	Treasurer's.	Clerk's.	Area of Union.	Petty Sessions Division.	Or, any other Area
				Miles.	£. s.	£. s.	£. s.			
39	20	Final	6 January 1863	417	200 –	– –	35 –	Yes	Yes	No.
41	20	Final	6 January „	303	390 –	– –	80 –	No	Yes	No.
28	8	Final	6 January „	212	230 –	– –	20 –	Yes, except two parishes.	No	No.
20	7	Final	6 January „	111¼	85 –	– –	30 –	No	No	No.
17	6	Final	6 January „	223	100 –	– –	20 –	No	No	No.
20	6	Final	6 January „	191	130 –	– –	30 –	No	Yes, with the addition of one parish.	No.
30	13	Final	6 January „	236	250 –	– –	50 –	Yes	No	No.
31	7	Final	6 January „	184¾	140 –	– –	30 –	No	Yes, with the addition of one parish.	No.
15	5	Final	6 January „	117	170 –	– –	20 –	No	No	No.
23	8	Final	6 January „	172¾	170 –	– –	50 –	No	No	No.
22	17	Final	6 January „	197	150 –	– –	35 –	Yes	No	No.
20	12	Final	6 January „	157	140 –	– –	35 –	No	No	No.
25	8	Final	6 January „	200	155 –	– –	40 –	Yes	No	No.
38	24	Final	6 January „	250	200 –	– –	50 –	No	No	No.
19	14	Final	6 January „	221	180 –	– –	35 –	Yes	No	No.
20	12	Final	6 January „	129½	175 –	– –	50 –	No	Yes	No.
24	4	Final	6 January „	176	200 –	– –	30 –	No	No	No.
41	15	Final	6 January „	294	150 –	– –	30 –	No	No	No.
33	8	Final	6 January „	220	170 –	– –	50 –	No	No	No.
34	9	Final	8 January 1863	192	130 –	– –	40 –	Yes, except one parish.	Yes	No.
55	17	Final	16 March „	389	280 –	– –	50 –	No	No	No.
25	10	Final	16 March „	162	160 –	– –	40 –	No	No	No.
51	18	Final	16 March „	275	200 –	– –	50 –	No	No	No.
13	9	Final	5 April 1864	140	170 –	– –	35 –	No	No	No.
13	2	Final	5 January „	107½	190 –	– –	60 –	No	Yes	No.
13	15	Final	5 January „	105	150 –	– –	25 –	No	Yes, with two additional parishes.	No.
17	10	Final	5 January „	90	250 –	– –	50 –	No	Yes, except two parishes.	No.
11	8	Final	5 January „	122	150 –	– –	40 –	No	Yes, with the addition of one parish.	No.
13	4	Final	9 April „	142½	175 –	– –	20 –	No	No	No.
21	10	Final	9 April „	192	200 –	– –	50 –	No	No	No.
17	6	Final	5 April „	173	200 –	– –	45 –	No	No	No.
13	15	Final	Midsummer 1863	117	240 –	– –	90 –	No	No	No.
5	6	Final	5 April 1870	14	85 –	– –	50 –	No	No	No.
15	10	Final	5 January 1864	164	250 –	40 –	20 –	No	Yes	No.
25	19	Final	19 October 1863	194	200 –	– –	60 –	No	No	No.
8	6	Final	3 April 1865	156	180 –	– –	40 –	No	No	No.
11	8	Final	Not stated	79	60 –	– –	30 –	No	No	No.
17	6	Final	30 June 1863	133	130 –	10 –	40 –	No	Yes	No.
19	6	Final	30 June „ / 8 April 1873	182¾	100 –	– –	30 –	No	Yes	No.
23	7	Final	30 June 1863	103¼	100 –	– –	25 –	No	No	No.
21	8	Final	30 June „	110¾	170 –	– –	40 –	No	No	No.
24	8	Final	16 February 1864	132½	100 –	– –	30 –	Yes	No	No.
14	3	Final	16 February „	92	200 –	– –	45 –	Yes	No	No.
36	17	Final	16 February „	270	100 –	– –	45 –	Yes	No	No.
14	5	Final	16 February „	70	80 –	– –	26 –	No	Yes	No.
34	9	Final	16 February „	216	200 –	– –	50 –	No	No	No.
28	4	Final	16 February „	170	150 –	– –	45 –	No	No	No.
37	8	Final	16 February „	311	240 –	– –	60 –	No	No	No.
30	10	Final	16 February „	233	165 –	– –	40 –	No	Yes	No.
28	6	Final	16 February „	294	220 –	– –	70 –	No	Yes	No.
50	12	Final	16 February „	353	260 –	– –	70 –	No	No	No.
26	9	Final	16 February „	200	200 –	– –	50 –	No	Yes	No.
36	22	Final	16 February „	201	266 –	– –	60 –	No	No	No.
27	11	Final	16 February „	105	130 –	– –	30 –	No	Yes	No.

RETURN of Places in the several Counties in *England* and *Wales* which

NAMES OF COUNTIES.	Whether the Acts have been partially or fully adopted.	Number and Total Acreage of Parishes which have not adopted the Acts.		Number of Districts.	Names by which they are known.	Number and Total Acreage of Parishes in Highway Districts.		Rate in the £. levied in each Highway District, for the Year ending 25 March 1869.
		Number.	Total Acreage.			Number.	Total Acreage.	
ENGLAND—*continued.*			*Acres.*				*Acres.*	*d.*
WORCESTER	Partially	76	† 134,000	8	Evesham	19	28,755	5½
					Kidderminster	15	37,302	3½
					Martley	27	52,142	5¾
					Redditch	10	35,282	4¾
					Shipston-on-Stour	31	46,117	9¼
					Tenbury	19	31,413	6¾
					Upton-on-Severn	20	44,247	4
					Upton Snodsbury	32	39,400	6½
YORK:								
NORTH RIDING	Partially	839	1,865,721	20	Askrigg	12	79,561	4
					Birdforth	64	‡	5
					Bulmer, East	29	‡	7
					Bulmer, West	33	* 67,641	5
					Greta Bridge	21	97,942	3¼
					Hang, East	34	49,129	3
					Langbaurgh, East	22	65,360	7
					Langbaurgh, West	39	78,218	6½
					Leyburn	33	‡	4⅛
					Malton	24	30,620	5½
					Northallerton	49	77,246	3¼
					Pickering Lythe, East	25	63,089	6¼
					Pickering Lythe, West	25	* 65,672	7¾
					Richmond	47	* 149,508	2¼
					Ryedale	54	135,765	6¾
					Whitby Strand	19	87,269	10
WEST RIDING		—	—	—	Ecclesfield and Bradfield	1	43,790	14½
					Settle	31	150,236	3¾
					Staincliffe, East	56	140,524	8¼
					Strafforth and Tickhill, Lower.	53	116,000	9¾
NORTH WALES.								
ANGLESEY	Partially	71	176,200	1	Amlwch	1	9,270	—
DENBIGH	Partially	10	70,970	5	Abergele	6	35,527	5
					Llangollen	11	82,135	9
					Llanrwst	9	49,148	5¾
					Ruthin	15	61,563	4
					Wrexham	32	48,668	5
MONTGOMERY	Fully	—	—	4	Llanfyllin	17	140,226	—
					Machynlleth	9	73,444	—
					Newtown and Llanidloes	16	182,090	—
					Pool and Forden	21	75,887	—

* No information received; the figures inserted are taken, or calculated, from the Return made in 1870.

† Approximate.

ıave adopted the Highways Act, 25 & 26 Vict. c. 61, &c.—*continued.*

Number of Waywardens.		ORDER.		Number of Miles of Road.	Salaries per Annum.			Area of Highway District, whether		
Elected.	Ex-officio.	Whether Final or Provisional	Date.		Surveyor's.	Treasurer's.	Clerk's.	Area of Union.	Petty Sessions Division.	Or, any other Area.
				Miles.	£. s.	£. s.	£. s.			
19	9	Final - -	4 January 1864	71	50 –	- -	40 –	No - -	No - -	No.
18	16	Final - -	19 October 1863	175¼	300 –	- -	30 –	No - -	No - -	No.
29	17	Final - -	29 June - „	207	270 –	- -	50 –	No - -	No - -	No.
14	9	Final - -	4 January 1864	151	145 –	- -	20 –	No - -	No - -	No.
31	4	Final - -	4 January „	132	160 –	- -	50 –	No - -	No - -	No.
22	13	Final - -	19 October 1863	130	110 –	- -	30 –	No - -	No - -	No.
24	12	Final - -	19 October „	205¼	230 –	- -	45 –	No - -	No - -	No.
35	5	Final - -	29 June - „	166	150 –	- -	52 10	No - -	No - -	No.
12	2	Final - -	15 October 1867	162	80 –	- -	20 –	Yes - -	No - -	No.
64	10	Final - -	Michaelmas „	224½	150 –	- -	50 –	No - -	Not stated -	No.
29	8	Final - -	March - 1868	134¾	120 –	- -	50 –	No - -	Not stated -	No.
32	6	Final - -	9 April - 1867	172	150 –	- -	40 –	No - -	Not stated -	No.
21	5	Final - -	15 October „	127	100 –	- -	20 –	No - -	Yes - -	No.
34	14	Final - -	15 October „	154	120 –	- -	25 –	No - -	No - -	No.
22	15	Final - -	15 October „	178	150 –	- -	40 –	No - -	No - -	No.
39	9	Final - -	Michaelmas „	208½	160 –	- -	40 –	No - -	No - -	No.
33	10	Final - -	30 June - 1868	140½	- -	- -	- -	- - Not stated.		—
24	4	Final - -	15 October 1867	78½	65 –	- -	25 –	No - -	Yes, except two parishes.	No.
49	15	Final - -	15 October „	168	130 –	- -	30 –	No - -	No - -	No.
25	19	Final - -	15 October „	199½	130 –	- -	30 –	Yes - -	No - -	No.
25	5	Final - -	11 October „	147½	40 –	- -	25 –	No - -	No - -	No.
47	11	Final - -	30 June - 1868	253¼	- -	- -	- -	- - Not stated.		—
54	3	Final - -	2 July - 1867	278	120 –	- -	25 –	No - -	No - -	No.
19	7	Final - -	15 October „	284	160 –	- -	35 –	Yes - -	No - -	No.
11	3	Final - -	21 October 1864	194	140 –	- -	80 –	No - -	No - -	No.
37	10	Final - -	10 April - 1865	290	160 –	- -	40 –	Yes, except two parishes.	No - -	No.
56	12	Final - -	16 October 1864	264	200 –	10 –	50 –	No - -	Yes - -	No.
57	21	Final - -	6 April - 1863	324	230 –	- -	120 –	No - -	No - -	No.
3	- -	Final - -	10 October 1873	47	46 16	- -	12 –	No - -	No - -	No.
11	6	Final - -	12 March - 1863	124	95 –	- -	25 –	No - -	Yes - -	No.
20	5	Final - -	12 March - „	240	130 –	5 –	40 –	No - -	Yes, except one parish.	No.
16	8	Final - -	12 March - „	241	100 –	5 –	20 –	No - -	Yes - -	No.
20	15	Final - -	12 March - „	194	150 –	- -	40 –	No - -	Yes - -	No.
37	16	Final - -	12 March - „	258	180 –	- -	60 –	No - -	No - -	No.
25	8	Final - -	7 January 1874	330	125 –	- -	40 –	No - -	No - -	No.
16	3	Final - -	7 January „	†105	85 16	5 –	17 10	No - -	No - -	No.
27	19	Final - -	7 January „	343	250 –	- -	30 –	No - -	No - -	No.
31	21	Final - -	7 January „	225	180 –	- -	45 –	No - -	No - -	No.

‡ No information received; the Return made in 1870 contains no particulars.

HIGHWAYS ACT.

RETURN of PLACES in the several COUNTIES in *England* and *Wales* which have adopted the HIGHWAYS ACT, 25 & 26 Vict. c. 61 (in continuation of Parliamentary Paper, No. 505, of Session 1867-8), with additional Columns, showing, 1. With regard to each County in which the Act has been only partially adopted, the Number and Total Acreage of Parishes which have not adopted it; and, 2. The Rate in the £. levied as Highway Rate in each Highway District, during the Year ending 25 March 1869; &c.

(*Sir George Jenkinson.*)

Ordered, by The House of Commons, *to be Printed,*
18 *May* 1876.

233.

Under 2 oz.

399

LOCAL GOVERNMENT BOARD.

TURNPIKE TRUSTS.

AN ABSTRACT OF THE GENERAL STATEMENTS

OF THE

Income and Expenditure

OF THE SEVERAL

TURNPIKE TRUSTS

IN

ENGLAND AND WALES,

FROM 1st JANUARY 1874 TO 31st DECEMBER 1874 INCLUSIVE.

PURSUANT TO THE ACT 3 & 4 WILL. IV. c. 80.

Presented to both Houses of Parliament by Command of Her Majesty.



LONDON:
PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.
FOR HER MAJESTY'S STATIONERY OFFICE.

1876.

[C.—1619.] *Price* 10*d.*

AN ABSTRACT OF THE GENERAL STATEMENTS OF THE INC

1. NAMES OF COUNTIES.	2. Balance in Treasurers' Hands on 1st January 1374.	3. Balance due to the Treasurers on 1st January 1874.	INCOME. 4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Toll.	10 To Inco
ENGLAND.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£
Bedfordshire	820 9 5	- - -	1,220 4 0	- - -	- - -	- - -	235 5 0	- - -	1,455
Berkshire	1,520 3 1	13 12 8	4,239 6 3	296 2 6	- - -	6 11 0	248 11 0	- - -	4,790
Buckinghamshire	938 5 2	- - -	3,136 8 7	171 10 0	- - -	- - -	267 0 11	- - -	3,574
Cambridgeshire	1,457 8 0	- - -	5,224 8 0	15 15 0	- - -	0 12 1	408 7 3	- - -	5,649
Cheshire	4,446 7 9	334 15 7	24,583 15 5	680 16 6	- - -	18 10 11	886 11 3	- - -	26,169
Cornwall	5,490 12 0	86 4 7	14,805 19 2	955 10 0	- - -	2 12 8	977 6 7	- - -	16,741
Cumberland	734 1 10	107 7 7	7,687 12 4	- - -	- - -	0 5 9	165 16 8	- - -	7,853
Derbyshire	6,132 2 10	554 15 2	23,710 4 9	759 17 3	730 0 0	12 7 3	112 9 9	- - -	25,324
Devonshire	8,280 19 7	198 1 6	33,650 3 11	1,521 11 4	- - -	2 7 6	1,312 12 7	- - -	36,486
Dorsetshire	5,471 2 9	35 10 3	12,872 8 9	166 6 2	- - -	- - -	203 10 11	- - -	13,242
Durham	1,358 1 3	250 17 5	6,054 13 11	86 0 0	- - -	- - -	392 8 4	- - -	6,533
Essex	—	—	—	—	—	—	—	—	—
Gloucestershire	5,018 16 4	- - -	22,494 7 7	655 1 9	- - -	4 6 3	2,035 4 1	- - -	2,5188
Hampshire	5,132 11 8	46 6 6	9,678 2 2	3,301 5 9	- - -	0 4 9	484 12 9	- - -	13,464
Herefordshire	968 4 10	- - -	4,169 19 11	561 0 6	- - -	- - -	170 7 8	- - -	4,901
Hertfordshire	1,387 12 4	- - -	3,215 8 7	146 5 9	- - -	0 2 0	90 16 0	- - -	3,452
Huntingdonshire	1,182 4 6	- - -	3,784 1 0	235 10 0	- - -	- - -	1,357 17 0	- - -	5,377
Kent	3,810 6 0	- - -	11,162 2 6	1,142 6 3	- - -	2 2 9	489 15 10	- - -	12,796
Lancashire	23,711 6 2	775 5 3	55,160 7 11	1,088 8 6	- - -	18 1 11	2,470 16 11	- - -	58,737
Leicestershire	5,476 7 10	- - -	12,065 9 3	480 10 0	- - -	3 0 10	1,344 3 5	- - -	13,893
Lincolnshire	1,916 12 6	8 4 5	8,524 10 6	1,131 8 9	240 0 0	1 2 9	2,216 17 1	- - -	12,113
Middlesex	—	—	—	—	—	—	—	—	—
Monmouthshire	2,343 6 10	- - -	9,725 13 6	1,126 13 0	- - -	1 6 6	18 18 10	- - -	10,872
Norfolk	860 18 4	327 8 7	4,530 19 0	- - -	- - -	0 11 3	883 11 5	- - -	5,415
Northamptonshire	2,153 16 9	251 7 10	6,322 15 6	559 2 10	- - -	10 0 0	125 3 0	- - -	7,017
Northumberland	1,552 16 3	634 18 3	10,494 1 1	2,746 9 4	- - -	0 15 9	222 15 10	- - -	13,464
Nottinghamshire	2,347 7 5	1,301 11 6	8,267 4 2	352 8 8	- - -	- - -	144 15 11	- - -	8,764
Oxfordshire	3,272 13 2	4 17 6	11,026 2 8	364 1 4	- - -	0 18 6	286 0 9	- - -	11,677
Rutlandshire	135 14 3	- - -	302 14 0	41 15 0	- - -	0 7 0	17 6 6	- - -	362
Shropshire	2,625 17 7	66 1 5	9,648 14 11	515 0 9	- - -	5 12 0	401 5 0	- - -	10,570
Somersetshire	4,124 1 7	427 15 0	26,530 9 9	1,176 13 3	- - -	5 3 8	2,373 9 11	- - -	30,085
Staffordshire	9,603 2 1	182 19 3	30,612 8 11	58 6 8	75 10 0	1 7 6	259 7 11	- - -	31,007
Suffolk	776 10 5	76 2 4	1,834 15 0	- - -	- - -	0 2 6	237 12 0	- - -	2,072
Surrey	2,435 2 10	- - -	5,640 11 3	- - -	- - -	- - -	512 18 5	- - -	6,153
Sussex	5,001 2 1	165 10 3	15,381 13 11	448 19 3	- - -	- - -	384 19 3	- - -	16,215
Warwickshire	2,920 11 4	8 0 11	8,034 18 10	281 10 11	- - -	2 12 0	369 0 1	- - -	8,688
Westmorland	1,659 2 11	- - -	2,852 15 0	- - -	- - -	0 2 6	205 5 8	- - -	3,058
Wiltshire	3,013 17 11	19 17 1	8,845 11 0	652 11 8	- - -	0 2 0	1,062 1 11	- - -	10,560
Worcestershire	5,687 6 3	34 12 9	12,586 0 3	386 8 4	- - -	- - -	481 4 7	- - -	13,453
Yorkshire	20,425 13 2	1,458 15 8	53,779 10 11	3,818 5 0	80 19 6	4 18 6	4,510 16 4	- - -	62,194
Total	156,192 17 0	7,370 19 3	493,856 14 2	25,923 12 0	1,126 9 6	106 8 1	28,367 4 4	- - -	549,380
NORTH WALES.									
Anglesey	3,643 8 8	- - -	3,038 10 7	- - -	- - -	- - -	194 14 1	- - -	3,233
Carnarvonshire	905 16 8	- - -	3,223 9 5	30 0 0	- - -	- - -	166 5 0	- - -	3,419
Denbighshire	1,492 7 2	16 16 0	3,342 3 10	297 6 2	- - -	- - -	105 1 2	- - -	3,744
Flintshire	1,387 13 6	33 0 8	5,972 10 11	1,450 13 3	- - -	- - -	608 12 8	- - -	8,031
Merionethshire	2,018 5 6	- - -	2,560 1 2	47 18 6	- - -	- - -	34 11 1	- - -	2,642
Montgomeryshire	3,231 16 6	561 7 10	7,291 18 8	1,364 2 6	- - -	- - -	1,149 10 0	- - -	9,805
SOUTH WALES, 6 Counties	12,679 8 0	611 4 6	25,428 14 7	3,190 0 5	- - -	- - -	2,258 14 0	- - -	30,877
	2,082 6 8	- - -	25,658 9 4	11,424 19 7	402 1 0	2 16 1	1,197 10 6	- - -	38,685
Total	14,761 14 8	611 4 6	51,087 3 11	14,615 0 0	402 1 0	2 16 1	3,456 4 6	- - -	69,563
SUMMARY.									
ENGLAND, 40 Counties	156,192 17 0	7,370 19 3	493,856 14 2	25,923 12 0	1,126 9 6	106 8 1	28,367 4 4	- - -	549,380
NORTH WALES, 6 Counties	12,679 8 0	611 4 6	25,428 14 7	3,190 0 5	- - -	- - -	2,258 14 0	- - -	30,877
Total for England and North Wales	168,872 5 0	7,982 3 9	519,285 8 9	29,113 12 5	1,126 9 6	106 8 1	30,625 18 4	- - -	580,257
SOUTH WALES, 6 Counties	2,082 6 8	- - -	25,658 9 4	11,424 19 7	402 1 0	2 16 1	1,197 10 6	- - -	38,685
Total for England and Wales	170,954 11 8	7,982 3 9	544,943 18 1	40,538 12 0	1,528 10 6	109 4 2	31,823 8 10	- - -	618,943

AND EXPENDITURE OF THE SEVERAL TURNPIKE TRUSTS IN ENGLAND AND WALES, FROM 1st JANUARY 1874 TO 31st DECEMBER 1874 INCLUSIVE, PURSUANT TO THE ACT 3 & 4 WILL. 4. Cap. 80.

EXPENDITURE.

11. Manual Labour.	12. Team Labour and Carriage of Materials.	13. Materials for Surface Repairs.	14. Land purchased.	15. Damage done in obtaining Materials.	16. Tradesmen's Bills.	17. Salaries of Treasurer.	18. Salaries of Clerk.	19. Salaries of Surveyor.	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. Total Expenditure.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
376 13 10	87 15 8	123 16 5	- - -	34 1 4	22 13 5	12 0 0	40 15 0	55 0 0	24 14 9	267 9 3	- - -	997 0 0	35 12 7	- - -	2,077 12 3
1,301 7 3	519 0 10	965 16 10	- - -	29 4 8	173 6 0	18 0 0	226 10 0	331 2 0	198 11 6	160 9 11	- - -	992 0 0	259 1 7	- - -	5,174 10 7
799 7 8	143 6 2	1,127 16 5	- - -	- - -	75 13 10	43 5 0	86 0 0	179 15 0	37 0 4	153 19 7	- - -	490 6 8	150 7 5	- - -	3,286 18 1
1,457 18 5	669 4 10	1,345 14 9	- - -	3 15 8	165 2 0	57 15 0	128 6 3	413 4 8	147 6 9	335 1 3	- - -	635 0 0	327 11 2	- - -	5,686 0 9
7,012 13 0	2,300 12 1	6,575 12 3	- - -	47 10 5	472 9 2	96 12 4	560 10 0	1,399 1 0	1,019 8 0	1,013 14 4	355 5 2	5,620 12 1	760 17 9	- - -	27,234 17 7
6,450 6 10	1,555 0 0	2,485 3 4	13 0 0	192 13 4	236 12 4	88 5 0	303 10 0	719 5 0	197 12 10	1,737 4 3	394 11 0	3,538 9 1	1,266 13 10	- - -	19,178 6 10
3,225 3 5	738 2 11	479 17 11	- - -	5 14 6	158 10 2	87 4 10	201 10 0	593 10 0	- - -	945 10 10	25 0 0	361 0 0	187 2 10	- - -	7,008 7 5
8,890 16 5	3,884 17 0	3,120 11 0	- - -	21 2 3	595 12 6	57 19 0	628 15 6	1,094 6 1	399 15 9	2,056 12 1	54 10 0	4,398 17 2	696 12 0	730 0 0	26,630 6 9
11,248 2 0	426 5 6	940 13 7	- - -	103 14 11	633 5 6	79 18 4	716 2 6	988 3 4	448 4 2	5,591 1 8	360 13 0	15,183 10 10	1,090 6 4	- - -	37,810 1 8
2,681 10 6	1,379 17 9	1,167 9 7	- - -	38 6 5	404 19 11	- - -	491 6 8	691 15 0	97 16 7	1,264 14 7	159 7 8	4,829 11 2	341 9 7	- - -	13,548 5 5
1,087 15 6	569 11 1	902 1 7	- - -	- - -	129 19 2	10 0 0	138 11 5	265 0 0	78 9 1	626 1 6	- - -	2,896 10 5	127 13 4	- - -	6,831 13 1
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
8,111 10 11	2,599 19 0	3,898 18 4	- - -	56 2 11	419 11 7	5 0 0	666 6 0	1,164 14 6	422 3 3	1,098 10 4	237 18 4	7,490 1 3	875 1 8	- - -	27,045 18 1
5,258 5 2	517 10 1	337 14 0	- - -	38 2 0	315 14 11	7 2 0	571 15 0	732 18 0	164 15 3	727 13 1	1,569 15 1	2,856 14 9	594 5 3	- - -	13,712 10 9
1,200 6 1	733 5 10	939 12 9	- - -	41 13 3	49 14 10	10 0 0	125 5 10	319 4 8	24 16 1	465 10 11	- - -	419 3 8	137 2 9	- - -	4,465 16 8
996 13 4	427 16 10	286 10 1	- - -	33 3 11	161 18 5	35 0 0	121 0 0	353 16 0	90 14 7	99 12 1	5 0 0	1,210 9 9	62 12 5	- - -	3,884 7 5
2,792 14 6	471 11 8	799 3 3	19 4 0	72 6 6	173 18 8	51 6 0	117 10 0	255 0 0	132 9 11	251 12 10	18 8 11	120 0 0	607 5 9	- - -	6,724 19 5
2,562 10 1	1,723 9 4	2,061 11 4	- - -	63 13 7	226 17 7	86 10 0	355 5 6	574 11 8	289 6 1	1,109 9 10	- - -	2,275 10 3	597 11 3	- - -	11,926 6 6
17,595 11 5	4,155 15 6	10,385 11 3	144 16 0	29 6 2	1,156 13 7	280 2 5	1,012 12 6	1,778 0 0	1,288 8 1	3,395 2 3	446 3 7	17,202 6 8	1,552 11 6	- - -	60,423 0 11
5,067 3 4	717 15 8	3,050 13 9	32 8 0	8 5 10	662 1 1	35 0 0	500 2 0	636 9 6	598 9 7	388 5 11	763 7 11	3,087 13 0	806 12 3	- - -	16,354 7 10
4,329 6 1	451 13 0	2,302 9 8	5 0 0	47 17 9	256 13 6	33 10 0	222 4 6	500 1 0	301 1 0	678 4 6	9 4 10	2,314 17 8	163 11 5	240 0 0	11,855 14 11
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
3,409 18 11	2,070 4 7	773 4 4	- - -	85 7 11	227 17 5	2 3 0	138 10 0	512 10 0	69 6 3	1,156 11 1	- - -	1,590 0 0	581 6 4	- - -	10,616 19 10
3,052 6 1	230 0 4	441 18 5	- - -	27 6 6	105 19 4	8 1 1	168 10 0	294 15 0	155 19 4	278 10 9	20 17 6	430 0 0	342 1 11	- - -	5,556 6 3
1,652 7 4	553 8 9	849 15 0	- - -	16 14 9	171 2 3	98 6 6	158 15 0	351 5 0	403 9 2	1,195 0 11	- - -	1,464 7 6	234 19 8	- - -	7,149 11 10
3,935 14 9	1,898 0 4	3,303 1 8	- - -	117 2 8	128 18 8	138 12 8	249 3 4	525 1 8	169 8 9	864 5 4	169 17 10	2,164 19 10	384 14 0	- - -	14,049 1 6
2,390 8 4	1,064 8 3	1,455 5 6	- - -	5 19 0	221 0 4	7 15 0	306 12 8	362 1 4	54 3 8	952 15 3	715 11 3	843 14 11	337 8 6	- - -	8,717 4 0
4,311 8 11	721 0 4	1,710 4 0	- - -	103 4 3	179 16 9	50 10 0	317 12 0	491 10 0	162 3 10	1,278 19 11	25 0 0	2,518 14 1	362 10 0	- - -	12,232 14 1
133 3 1	41 15 7	49 1 2	- - -	- - -	5 7 0	- - -	10 0 0	35 1 3	36 6 3	52 9 9	- - -	- - -	17 4 6	- - -	380 8 7
4,090 7 0	1,291 14 5	470 19 2	- - -	51 2 11	131 13 8	43 14 0	350 4 0	566 11 4	82 7 7	528 6 9	7 2 2	3,049 6 2	292 3 7	- - -	10,955 12 9
6,561 11 0	3,340 1 3	4,367 3 2	- - -	242 4 4	541 9 11	166 15 0	630 10 0	1,492 16 4	229 7 5	2,731 4 9	1,054 4 8	7,330 0 0	1,682 10 11	- - -	30,419 18 9
8,710 5 11	2,919 19 9	6,014 5 7	- - -	26 4 0	934 10 6	54 0 6	838 19 4	1,472 6 0	209 1 3	686 2 9	1,062 5 7	5,123 12 5	1,095 0 1	75 10 0	29,222 3 8
260 1 4	82 10 6	156 1 7	- - -	0 15 0	47 11 8	10 0 0	57 10 0	92 16 0	177 4 8	252 1 8	- - -	792 10 0	43 13 9	- - -	1,972 16 2
1,456 5 3	260 13 11	1,235 13 7	- - -	- - -	142 1 9	20 0 0	228 19 6	282 12 0	124 19 8	523 6 7	- - -	1,300 2 5	131 19 1	- - -	5,706 13 9
2,988 11 11	2,340 19 6	3,208 13 3	- - -	86 2 5	489 15 8	22 10 0	444 15 6	584 12 0	391 3 7	1,416 4 10	214 19 7	4,358 2 11	462 13 9	- - -	17,009 4 11
2,487 0 7	615 8 8	1,485 18 0	- - -	33 6 11	192 6 6	32 18 6	214 10 0	512 15 0	224 18 10	553 19 9	115 0 0	1,135 18 11	504 6 4	- - -	8,108 8 0
1,400 11 10	190 12 2	214 3 6	- - -	15 0 0	49 16 4	24 0 0	71 10 0	95 16 0	19 2 7	314 1 2	7 7 2	1,044 1 5	35 18 5	- - -	3,482 0 7
1,608 6 2	684 7 6	837 0 8	- - -	10 16 0	149 10 11	41 17 0	287 4 0	285 0 0	108 3 9	638 3 5	- - -	5,617 10 5	641 6 6	- - -	10,909 6 4
4,680 1 1	1,416 12 11	1,403 15 6	- - -	28 11 0	619 0 11	67 11 0	416 15 6	803 3 6	90 16 10	276 4 5	300 0 0	2,181 7 0	1,062 2 0	- - -	13,346 1 8
16,552 8 2	4,353 18 2	8,250 0 8	- - -	105 9 4	1,064 3 3	168 7 6	1,424 4 7	2,297 13 8	1,398 11 9	4,351 10 10	700 4 10	19,335 10 1	2,331 14 6	80 19 6	62,414 16 10
162,126 13 5	48,148 7 8	79,523 2 10	234 14 2	1,822 2 5	11,893 11 0	2,051 11 8	13,528 4 1	24,103 3 6	10,067 18 9	40,416 0 11	8,791 16 1	137,249 12 6	21,183 16 6	1,126 9 6	562,267 5 0
2,749 14 3	16 17 6	- - -	- - -	59 5 0	195 15 5	- - -	260 0 0	226 5 6	8 2 10	32 3 9	32 12 0	- - -	190 11 4	- - -	3,771 7 7
1,668 17 11	328 12 8	267 2 6	- - -	- - -	203 19 7	0 6 3	140 5 0	212 10 0	20 0 0	101 11 4	140 2 1	290 0 0	183 17 2	- - -	3,557 4 6
1,199 4 0	260 10 3	339 3 2	- - -	13 19 0	40 12 6	9 14 3	165 0 0	140 15 9	10 14 0	421 11 10	- - -	1,233 13 0	130 3 5	- - -	3,963 6 2
2,154 9 6	745 14 2	1,288 13 11	- - -	26 0 11	59 6 7	22 18 9	227 10 0	373 14 8	89 7 5	435 12 0	80 15 8	2,813 0 0	413 8 0	- - -	8,730 11 7
1,338 2 9	197 8 3	39 17 7	- - -	6 0 0	86 1 10	39 19 6	101 0 0	158 7 4	- - -	217 10 11	0 11 8	175 0 0	117 17 1	- - -	2,477 16 11
2,754 15 2	881 19 9	1,097 19 4	- - -	4 2 6	169 19 6	15 0 0	183 19 5	388 4 2	48 16 5	1,999 11 3	- - -	393 0 0	257 0 3	- - -	8,194 7 9
11,865 3 7	2,431 2 7	3,032 16 6	- - -	109 7 5	755 15 5	87 18 9	1,077 14 5	1,499 17 5	177 0 8	3,208 1 1	254 1 5	4,904 18 0	1,292 17 3	- - -	30,696 14 6
8,742 9 0	93 15 0	14,180 9 11	- - -	19 0 7	863 3 9	71 13 3	706 10 0	1,601 11 8	56 4 2	557 9 6	24 0 3	10,836 2 6	563 3 5	402 1 0	38,717 14 0
20,607 12 7	2,524 17 7	17,213 6 5	- - -	128 8 0	1,618 19 2	159 12 0	1,784 4 5	3,101 9 1	233 4 10	3,765 10 7	278 1 8	15,741 0 6	1,856 0 8	402 1 0	69,414 8 6
162,126 13 5	48,148 7 8	79,523 2 10	234 14 2	1,822 2 5	11,893 11 0	2,051 11 8	13,528 4 1	24,103 3 6	10,067 18 9	40,416 0 11	8,791 16 1	137,249 12 6	21,183 16 6	1,126 9 6	562,267 5 0
11,865 3 7	2,431 2 7	3,032 16 6	- - -	109 7 5	755 15 5	87 18 9	1,077 14 5	1,499 17 5	177 0 8	3,208 1 1	254 1 5	4,904 18 0	1,292 17 3	- - -	30,696 14 6
173,991 17 0	50,579 10 3	82,555 19 4	234 14 2	1,931 9 10	12,649 6 5	2,139 10 5	14,605 18 6	25,603 0 11	10,244 19 5	43,624 2 0	9,045 17 6	142,154 10 6	22,476 13 9	1,126 9 6	592,963 19 6
8,742 9 0	93 15 0	14,180 9 11	- - -	19 0 7	863 3 9	71 13 3	706 10 0	1,601 11 8	56 4 2	557 9 6	24 0 3	10,836 2 6	563 3 5	402 1 0	38,717 14 0
182,734 6 0	50,673 5 3	96,736 9 3	234 14 2	1,950 10 5	13,512 10 2	2,211 3 8	15,312 8 6	27,204 12 7	10,301 3 7	44,181 11 6	9,069 17 9	152,990 13 0	23,039 17 2	1,528 10 6	631,681 13 6

DEBTS.

27. Bonded or Mortgage Debts.	28. Rate of Interest per Cent. Average.	29. Floating Debts.	30. Unpaid Interest.	31. Balance due to Treasurers on 31st Dec. 1874.	32. Total Debts.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.
3,988 0 0	3	- - -	- - -	- - -	3,988 0 0
14,767 0 0	1	25 4 4	9 15 0	- - -	14,801 19 4
4,070 0 0	3½	- - -	111 13 11	- - -	4,181 13 11
11,192 12 0	2	118 17 8	41 1 3	- - -	11,352 10 11
41,388 1 3	2	- - -	826 13 4	587 3 9	42,801 18 4
44,747 2 4	3½	- - -	2,831 16 9	53 14 3	47,632 13 4
51,932 11 9	1½	- - -	110 0 0	0 8 9	52,043 0 6
90,307 12 7	2½	315 14 7	1,065 18 8	685 6 1	92,374 11 11
233,063 5 10	1½	248 0 0	11,202 10 0	322 10 0	244,836 5 10
62,856 14 4	2	485 5 11	4,453 2 1	- - -	67,795 2 4
25,791 4 0	2½	96 5 0	7 8 9	134 18 1	26,029 15 10
—	—	—	—	—	—
84,916 1 8	1½	357 0 5	6,416 2 2	111 18 0	91,801 2 3
28,387 0 0	2½	86 0 0	987 1 4	49 7 9	29,509 9 1
11,138 3 7	2½	332 10 11	143 17 6	- - -	11,614 12 0
5,034 12 4	2	- - -	- - -	- - -	5,034 12 4
6,724 19 5	1	- - -	40 0 0	- - -	6,764 19 5
41,495 1 10	2½	210 9 3	831 0 5	- - -	42,536 11 6
145,741 8 5	2½	1,423 8 4	2,383 17 8	276 5 8	149,825 0 1
9,301 9 0	2	225 0 0	263 2 11	361 3 0	10,150 14 11
18,017 11 8	2½	- - -	489 19 8	- - -	18,507 11 4
26,412 7 8	1½	11 10 0	421 2 3	- - -	26,844 19 11
13,940 0 0	1½	444 10 0	51 0 0	59 11 9	14,495 1 9
23,502 19 10	2	- - -	1,254 7 5	365 9 9	25,122 17 0
47,532 14 8	1½	1,339 0 10	445 10 5	783 6 11	50,100 12 10
26,570 18 4	3½	246 13 2	995 16 6	1,175 14 5	28,989 2 5
35,491 0 0	3¾	40 9 7	605 17 9	- - -	36,137 7 4
2,166 13 4	1	- - -	170 9 9	- - -	2,337 3 1
38,585 0 11	2	152 2 0	146 19 5	51 11 6	38,935 13 10
86,306 1 7	2½	147 2 6	759 13 10	178 13 3	87,391 11 2
61,579 9 1	2½	1,526 17 11	4,396 10 4	24 15 1	67,527 12 5
11,316 0 0	1¾	- - -	204 17 6	- - -	11,520 17 6
23,009 1 8	2½	428 19 11	670 14 9	- - -	24,108 16 4
70,358 0 0	1½	130 16 6	1,298 11 3	35 4 7	71,822 12 4
11,813 7 0	2½	- - -	250 17 0	8 13 7	12,072 17 7
11,737 17 11	2½	- - -	14 19 3	- - -	11,742 17 2
34,389 17 8	1½	30 0 0	209 11 0	3 19 7	34,633 8 3
6,121 11 1	2½	311 4 11	341 13 2	9 9 8	6,783 18 10
187,377 1 3	2½	6,882 1 8	40,143 4 10	1,173 9 2	235,575 16 11
1,653,060 14 0		15,615 5 5	84,596 17 10	6,452 14 7	1,759,725 11 10
1,653,060 14 0	—	15,615 5 5	84,596 17 10	6,452 14 7	1,759,725 11 10
1,782,886 11 2	—	15,735 16 1	91,130 18 11	6,501 18 2	1,896,255 4 4
1,791,705 16 5	—	15,735 16 1	91,130 18 11	6,501 18 2	1,905,074 9 7

ARREARS OF INCOME.

33. Arrears of Tolls for current Year.	34. Arrears of Parish Composition for current Year.	35. Arrears of other Receipts for current Year.	36. Arrears of former Years.	37. Balance in Treasurer's Hands on 31st Dec. 1874.	38. Total Assets.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
- - -	- - -	- - -	- - -	198 6 2	198 6 2	3 Returns.
- - -	- - -	- - -	- - -	1,122 10 7	1,151 15 7	9 "
- - -	- - -	- - -	- - -	1,226 6 7	1,226 6 7	5 "
- - -	- - -	0 10 0	- - -	1,420 9 7	1,502 6 8	8 "
79 1 8	- - -	7 10 0	136 10 0	3,633 12 5	3,856 14 1	22 "
- - -	- - -	- - -	30 0 0	3,021 3 3	3,051 3 3	15 "
- - -	- - -	24 19 0	0 1 0	1,472 10 4	1,497 10 4	11 "
2,022 15 8	382 9 5	21 10 0	132 10 9	4,957 6 0	7,516 11 10	33 "
6 18 0	71 11 1	156 0 2	49 19 0	7,082 1 9	7,366 10 0	24 "
- - -	- - -	133 12 9	130 5 0	5,129 12 11	5,393 10 8	17 "
- - -	- - -	- - -	- - -	943 11 1	943 11 1	6 "
—	—	—	—	—	—	—
182 13 7	160 0 0	- - -	- - -	3,273 15 11	3,616 9 6	30 "
152 18 4	0 12 0	- - -	181 2 11	4,887 7 7	5,232 0 10	21 "
- - -	50 0 0	- - -	- - -	1,403 16 8	1,453 16 3	7 "
- - -	- - -	- - -	- - -	955 17 3	955 17 3	5 "
- - -	- - -	- - -	- - -	677 0 6	677 0 6	5 "
52 9 9	- - -	35 1 0	- - -	4,680 6 10	4,767 17 7	23 "
299 8 4	750 17 5	- - -	260 14 7	21,527 0 11	22,838 1 3	42 "
83 0 2	- - -	- - -	250 0 0	3,376 6 6	3,709 6 8	14 "
- - -	- - -	- - -	- - -	2,166 12 3	2,166 12 3	14 "
—	—	—	—	—	—	—
47 10 0	11 10 0	14 0 0	2 0 0	2,598 18 10	2,673 18 10	7 "
- - -	- - -	20 0 0	- - -	451 16 11	471 16 11	8 "
1 0 0	- - -	- - -	- - -	2,135 8 2	2,136 8 2	11 "
28 8 2	- - -	- - -	31 11 8	1,116 5 5	1,176 5 3	11 "
340 4 0	16 4 4	- - -	82 16 8	2,268 15 1	2,708 0 1	11 "
- - -	- - -	- - -	- - -	2,712 4 10	2,871 18 6	17 "
- - -	47 8 7	- - -	- - -	117 8 2	164 16 9	1 "
381 15 0	- - -	- - -	- - -	2,226 7 7	2,608 2 7	17 "
98 3 4	131 4 4	144 11 7	43 18 5	3,540 17 8	3,958 15 4	19 "
317 14 4	- - -	84 3 0	90 12 0	11,229 15 3	11,722 4 7	34 "
- - -	- - -	- - -	- - -	800 1 5	800 1 5	5 "
- - -	96 6 1	- - -	- - -	2,831 18 9	2,978 4 10	9 "
- - -	- - -	- - -	- - -	4,077 3 11	4,186 12 3	26 "
76 5 0	- - -	5 5 0	202 17 8	3,500 17 10	3,785 5 6	15 "
- - -	- - -	- - -	84 10 0	1,235 5 6	1,319 15 6	6 "
113 6 8	- - -	- - -	- - -	2,649 0 8	2,762 7 4	16 "
98 1 8	35 18 4	65 0 0	- - -	5,769 14 8	5,968 14 8	14 "
540 5 11	216 18 5	- - -	209 9 7	19,920 0 1	20,886 14 0	70 "
5,277 16 3	1,898 8 11	808 15 7	1,918 19 3	142,387 15 5	152,291 15 5	611 "
5,277 16 3	1,898 8 11	808 15 7	1,918 19 3	142,387 15 5	152,291 15 5	611 "
5,749 11 0	1,898 8 11	938 5 7	2,165 10 1	154,685 17 0	165,437 12 7	645 "

JOHN LAMBERT, Secretary.

THE GENERAL STATEMENTS OF THE INCOME AND EXPENDITURE OF THE SEVERAL TRUSTS

ARE ARRANGED IN THIRTY-EIGHT COLUMNS

UNDER THE FOLLOWING HEADS:

Col. 1.—NAMES OF TRUSTS: alphabetically arranged, in their respective Counties.

BALANCES:

2.—Balance in Treasurer's Hands, 1st January 1874.
3.—Balance due to the Treasurers, 1st January 1874.

INCOME:

4.—Revenue received from Tolls.
5.—Parish Composition in lieu of Statute Duty.
6.—Estimated Value of Statute Duty performed.
7.—Revenue from Fines.
8.—Revenue from Incidental Receipts.
9.—Amount of Money borrowed on the Security of the Toll.
10.—TOTAL INCOME.

EXPENDITURE:

11.—Manual Labour.
12.—Team Labour and Carriage of Materials.
13.—Materials for Surface Repairs.
14.—Land purchased.
15.—Damage done in obtaining Materials.
16.—Tradesmen's Bills.
17.—Salary of Treasurer.
18.—Salary of Clerk.
19.—Salary of Surveyor.
20.—Law Charges.
21.—Interest of Debt.
22.—Improvements.
23.—Debts paid off.
24.—Incidental Expenses.
25.—Estimated Value of Statute Duty performed.
26.—TOTAL EXPENDITURE.

DEBTS:

27.—Bonded or Mortgage Debts.
28.—Rate of Interest per Cent.
29.—Floating Debts.
30.—Unpaid Interest.
31.—Balance due to Treasurers, 31st December 1874.
32.—TOTAL DEBTS.

ARREARS OF INCOME:

33.—Arrears of Tolls for current Year.
34.—Arrears of Parish Composition for current Year.
35.—Arrears of other Receipts for current Year.
36.—Arrears of former Years.
37.—Balance in Treasurers' Hands, 31st December 1874.
38.—TOTAL ASSETS.

AN ABSTRACT of the General Statements of INCOME and EXPENDITURE of the several TURNPIKE TRUSTS in the different Counties in *England* and *Wales*: viz.—

ENGLAND:

County of BEDFORD	3 Trusts	p. 6
— BERKS	9 Trusts	p. 6
— BUCKS	5 Trusts	p. 6
— CAMBRIDGE	8 Trusts	p. 6
— CHESTER	22 Trusts	p. 10
— CORNWALL	15 Trusts	p. 10
— CUMBERLAND	11 Trusts	p. 14
— DERBY	33 Trusts	p. 14
— DEVON	24 Trusts	p. 18
— DORSET	17 Trusts	p. 18
— DURHAM	6 Trusts	p. 22
— ESSEX	— Trusts	p. 22
— GLOUCESTER	30 Trusts	p. 22
— HANTS	21 Trusts	p. 26
— HEREFORD	7 Trusts	p. 26
— HERTFORD	5 Trusts	p. 26
— HUNTINGDON	5 Trusts	p. 26
— KENT	23 Trusts	p. 30
— LANCASTER	42 Trusts	p. 30
— LEICESTER	14 Trusts	p. 34
— LINCOLN	14 Trusts	p. 34
— MIDDLESEX	— Trusts	p. 34
— MONMOUTH	7 Trusts	p. 38
— NORFOLK	8 Trusts	p. 38
— NORTHAMPTON	11 Trusts	p. 38
— NORTHUMBERLAND	11 Trusts	p. 38
— NOTTINGHAM	11 Trusts	p. 42
— OXFORD	17 Trusts	p. 42
— RUTLAND	1 Trust	p. 42
— SALOP	17 Trusts	p. 42
— SOMERSET	19 Trusts	p. 46
— STAFFORD	34 Trusts	p. 46
— SUFFOLK	5 Trusts	p. 50
— SURREY	9 Trusts	p. 50
— SUSSEX	26 Trusts	p. 50
— WARWICK	15 Trusts	p. 54
— WESTMORLAND	6 Trusts	p. 54
— WILTS	16 Trusts	p. 58
— WORCESTER	14 Trusts	p. 58
— YORK	70 Trusts	p. 58

WALES:

County of ANGLESEY	2 Trusts	p. 66
— CARNARVON	3 Trusts	p. 66
— DENBIGH	7 Trusts	p. 66
— FLINT	9 Trusts	p. 66
— MERIONETH	6 Trusts	p. 66
— MONTGOMERY	7 Trusts	p. 70
SOUTH WALES	6 Trusts	p. 70

ENGLAND.

1. NAMES OF COUNTIES AND TRUSTS.	2. Balance in Treasurers' Hands on 1st Jan. 1874.	3. Balance due to the Treasurers on 1st Jan. 1874.	INCOME. 4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount Money borrowed the Secu of the T
COUNTY OF BEDFORD.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
1. Bedford and Kimbolton *a*	52 11 11	- - -	211 10 0	- - -	- - -	- -	*b* 235 0 0	- -
2. Great Staughton to Lavendon	42 17 3	- - -	578 15 0	- - -	- - -	- -	0 5 0	- -
3. Luton District	725 0 3	- - -	429 19 0	- - -	- - -	- -	- - -	- -
£	820 9 5	- - -	1,220 4 0	- - -	- - -	- -	235 5 0	- -
COUNTY OF BERKS.								
1. Besselsleigh to Hungerford	176 7 5	- - -	544 3 8	296 2 6	- - -	- -	- - -	- -
2. Fyfield	- - -	13 12 8	113 0 5	- - -	- - -	- -	- - -	- -
3. Fyfield, St. John's Bridge, and Newbridge	96 4 2	- - -	571 13 4	- - -	- - -	- -	25 0 0	- -
4. Harwell and Streatley	43 3 0	- - -	154 18 4	- - -	- - -	- -	- - -	- -
5. Hurley	184 11 2	- - -	84 7 10	- - -	- - -	- -	0 1 0	- -
6. Maidenhead	237 0 3	- - -	603 4 4	- - -	- - -	- -	7 10 0	- -
7. Shillingford, Wallingford, and Reading *d*	392 1 6	- - -	517 18 4	- - -	- - -	- -	*e* 198 10 0	- -
8. Speenhamland, Districts of Reading and Marlborough	172 16 10	- - -	412 1 8	- - -	- - -	6 11 0	17 10 0	- -
9. Wallingford, Wantage, and Faringdon	217 18 9	- - -	1,237 18 4	- - -	- - -	- -	- - -	- -
£	1,520 3 1	13 12 8	4,239 6 3	296 2 6	- - -	6 11 0	248 11 0	- -
COUNTY OF BUCKS.								
1. Bicester and Aylesbury	339 11 10	- - -	597 15 3	171 10 0	- - -	- -	*i* 104 13 11	- -
2. Bromham and Olney *j*	3 14 9	- - -	220 16 8	- - -	- - -	- -	*k* 128 7 0	- -
3. Buckingham and Newport Pagnell	191 9 8	- - -	963 16 8	- - -	- - -	- -	- - -	- -
4. Buckingham and Towcester	325 8 0	- - -	300 0 0	- - -	- - -	- -	- - -	- -
5. Wendover and Buckingham	78 0 11	- - -	1,054 0 0	- - -	- - -	- -	34 0 0	- -
£	938 5 2	- - -	3,136 8 7	171 10 0	- - -	- -	267 0 11	- -
COUNTY OF CAMBRIDGE.								
1. Cambridge and Ely ("The South District") *n*	92 11 2	- - -	1,058 5 0	- - -	- - -	0 12 1	*o* 300 12 0	- -
2. Chatteris, Wisbech, Tyd Gote, and Downham	404 19 7	- - -	2,323 6 8	- - -	- - -	- -	0 10 0	- -
3. Littleport to Welney ("The North-west District") *q*	171 4 1	- - -	85 0 0	- - -	- - -	- -	*r* 25 14 0	- -
4. Red Cross	168 0 9	- - -	358 0 0	- - -	- - -	- -	1 19 0	- -
5. Royston to Wandesford Bridge, South District	125 16 9	- - -	554 16 4	- - -	- - -	- -	*t* 75 11 0	- -
6. St. Neots to Cambridge	219 11 4	- - -	330 5 0	15 15 0	- - -	- -	4 1 3	- -
7. Wimpole and Potton	111 18 7	- - -	220 0 0	- - -	- - -	- -	- - -	- -
8. Wisbech and Thorney	163 5 9	- - -	294 15 0	- - -	- - -	- -	- - -	- -
£	1,457 8 0	- - -	5,224 8 0	15 15 0	- - -	0 12 1	408 7 3	- -

a Local Act expired 31st December 1874. *b* Including proceeds of sale of Trust property, and 200*l.* subscription towards debt from the Duke of Bedf
e Including proceeds of sale of Trust property. *f* Including 375*l.* 5*s.* paid to parishes on the Trust ceasing. *g* Including 15*l.* for extra services.
k Including proceeds of sale of Trust property. *l* For 1½ year. *m* Including team labour. *n* Local Act expired 1st November 1874.
q Local Act expired 1st November 1874. *r* From sale of Trust property. *s* Paid to parishes on the Trust ceasing.

ENGLAND.

10.	EXPENDITURE. 11.	12.	13.	14.	15.	16.	17.	18.	19.
Total Income.	Manual Labour.	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of Treasurer.	Salaries of Clerk.	Salaries of Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
146 10 0	*c* 113 12 3	22 6 0	39 7 6	- - -	- - -	6 18 6	5 0 0	15 15 0	25 0 0
579 0 0	263 1 7	65 9 8	84 8 11	- - -	34 1 4	15 14 11	7 0 0	15 0 0	30 0 0
129 19 0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	- - -
855 9 0	376 13 10	87 15 8	123 16 5	- - -	34 1 4	22 13 5	12 0 0	40 15 0	55 0 0
340 6 2	226 18 1	87 15 6	275 14 0	- - -	- - -	4 7 0	- - -	21 0 0	50 0 0
113 0 5	28 13 10	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
596 13 4	- - -	- - -	- - -	- - -	- - -	- - -	- - -	20 0 0	- - -
154 18 4	10 19 5	14 14 0	14 6 7	- - -	- - -	- - -	- - -	10 10 0	12 10 0
84 8 10	- - -	- - -	- - -	- - -	- - -	0 7 6	- - -	5 0 0	- - -
610 14 4	116 8 6	65 7 7	65 6 3	- - -	29 4 8	18 5 1	10 0 0	40 0 0	50 0 0
716 8 4	*f* 522 15 6	89 7 4	83 11 6	- - -	- - -	129 3 3	- - -	*g* 45 0 0	*h* 60 0 0
436 2 8	107 0 11	47 0 0	67 0 10	- - -	- - -	13 9 7	- - -	40 0 0	91 12 0
237 18 4	288 11 0	214 16 5	459 17 8	- - -	- - -	7 13 7	8 0 0	45 0 0	67 0 0
790 10 9	1,301 7 3	519 0 10	965 16 10	- - -	29 4 8	173 6 0	18 0 0	226 10 0	331 2 0
373 19 2	167 17 1	12 6 1	420 15 0	- - -	- - -	14 3 6	15 0 0	19 0 0	31 0 0
349 3 8	42 10 4	44 12 7	108 4 11	- - -	- - -	11 2 10	*l* 6 5 0	10 0 0	*l* 43 15 0
963 16 8	235 15 5	44 7 8	184 4 0	- - -	- - -	22 13 4	5 0 0	25 0 0	45 0 0
300 0 0	146 9 2	41 19 10	41 15 7	- - -	- - -	15 10 9	- - -	15 0 0	- - -
088 0 0	206 15 8	- - -	*m* 372 16 11	- - -	- - -	12 3 5	17 0 0	17 0 0	60 0 0
574 19 6	799 7 8	143 6 2	1,127 16 5	- - -	- - -	75 13 10	43 5 0	86 0 0	179 15 0
359 9 1	*p* 598 17 6	293 12 1	208 1 6	- - -	- - -	9 12 0	- - -	20 0 0	100 0 0
323 16 8	418 10 4	136 1 1	862 6 8	- - -	- - -	98 7 11	31 10 0	21 0 0	150 0 0
110 14 0	*s* 93 5 10	- - -	- - -	- - -	- - -	- - -	- - -	5 0 0	10 0 0
359 19 0	79 12 6	5 12 0	96 14 10	- - -	3 6 8	33 8 2	- - -	- - -	37 8 0
630 7 4	141 13 9	119 2 5	101 8 9	- - -	0 9 0	10 7 6	*u* 3 15 0	42 6 3	50 0 0
350 1 3	82 4 2	37 3 6	11 0 0	- - -	- - -	7 3 10	7 10 0	15 0 0	45 16 8
220 0 0	43 14 4	77 13 9	66 3 0	- - -	- - -	6 2 7	- - -	10 0 0	20 0 0
294 15 0	- - -	- - -	- - -	- - -	- - -	- - -	15 0 0	15 0 0	- - -
649 2 4	1,457 18 5	669 4 10	1,345 14 9	- - -	3 15 8	165 2 0	57 15 0	128 6 3	413 4 8

(Continued on page 8.)

c Including 26*l.* 7*s.* 11*d.* paid to parishes on the Trust ceasing.
d Local Act expired 1st November 1874.
h Including 10*l.* for extra services.
i From interest account.
j Local Act expired 1st November 1874.
o Including proceeds of sale of Trust property.
p Including 204*l.* 7*s.* 2*d.* paid to the parishes on the Trust ceasing.
t From Middle Division.
u Banker's commission.

ENGLAND.

(Continued from page 7.)

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—*continued.*						
	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. Total Expenditu
COUNTY OF BEDFORD.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
1. Bedford and Kimbolton	15 1 2	- - -	- - -	255 0 0	1 1 6	- - -	499 1
2. Great Staughton to Lavendon	9 13 7	- - -	- - -	- - -	22 11 2	- - -	547 1
3. Luton District	- - -	267 9 3	- - -	*b* 742 0 0	11 19 11	- - -	1,031 9
£	24 14 9	267 9 3	- - -	997 0 0	35 12 7	- - -	2,077 12
COUNTY OF BERKS.							
1. Besselsleigh to Hungerford	- - -	21 13 2	- - -	100 0 0	8 17 4	- - -	796 5
2. Fyfield	- - -	- - -	- - -	- - -	- - -	- - -	28 13
3. Fyfield, St. John's Bridge, and Newbridge	21 0 0	1 5 6	- - -	510 0 0	25 16 10	- - -	578 2
4. Harwell and Streatley	8 14 8	- - -	- - -	*d* 60 0 0	6 0 6	- - -	137 15
5. Hurley	- - -	- - -	- - -	- - -	0 5 6	- - -	5 13
6. Maidenhead	102 2 4	47 3 6	- - -	100 0 0	23 5 2	- - -	667 5
7. Shillingford, Wallingford, and Reading	46 9 2	- - -	- - -	- - -	*f* 132 3 1	- - -	1,108 9
8. Speenhamland, Districts of Reading and Marlborough	9 17 4	45 5 0	- - -	- - -	15 0 6	- - -	436 6
9. Wallingford, Wantage, and Faringdon	10 8 0	45 2 9	- - -	*g* 222 0 0	47 12 8	- - -	1,416 2
£	198 11 6	160 9 11	- - -	992 0 0	259 1 7	- - -	5,174 10
COUNTY OF BUCKS.							
1. Bicester and Aylesbury	- - -	14 8 9	- - -	200 0 0	11 7 6	- - -	905 17
2. Bromham and Olney	15 2 0	- - -	- - -	39 10 0	31 15 9	- - -	352 18
3. Buckingham and Newport Pagnell	8 10 6	92 3 4	- - -	*i* 170 0 0	37 14 2	- - -	870 8
4. Buckingham and Towcester	- - -	- - -	- - -	*k* 33 6 8	8 15 0	- - -	302 17
5. Wendover and Buckingham	13 7 10	47 7 6	- - -	*l* 47 10 0	60 15 0	- - -	854 16
£	37 0 4	153 19 7	- - -	490 6 8	150 7 5	- - -	3,286 18
COUNTY OF CAMBRIDGE.							
1. Cambridge and Ely ("The South District")	30 6 10	- - -	- - -	- - -	*m* 191 10 4	- - -	1,452 0
2. Chatteris, Wisbech, Tyd Gote, and Downham	30 16 2	88 12 10	- - -	250 0 0	49 4 8	- - -	2,136 9
3. Littleport to Welney ("The North-west District")	16 9 4	- - -	- - -	100 0 0	*o* 57 2 11	- - -	281 18
4. Red Cross	53 19 2	15 18 5	- - -	*q* 75 0 0	4 3 0	- - -	405 2
5. Royston to Wandesford Bridge, South District	- - -	12 10 0	- - -	- - -	- - -	- - -	481 12
6. St. Neots to Cambridge	10 1 7	94 0 7	- - -	- - -	6 11 10	- - -	316 12
7. Wimpole and Potton	- - -	- - -	- - -	- - -	4 14 11	- - -	228 8
8. Wisbech and Thorney	5 13 8	123 19 5	- - -	*s* 210 0 0	14 3 6	- - -	383 16
£	147 6 9	335 1 3	- - -	635 0 0	327 11 2	- - -	5,686 0

The Local Act having expired, the remaining debt, 776*l.* 13*s.* 4*d.*, is omitted. *b* For debts of 1,090*l.* *c* Interest abolished by Act of Parliam
h The Local Act having expired, the remaining debt, amounting to 2,190*l.* 10*s.*, and unpaid interest, amounting to 220*l.* 14*s.*, are omitted.
m Including 140*l.* compensation to officers. *n* A portion extinguished by Act of Parliament. *o* Including 30*l.* compensation to officers
r Interest abolished by Act of Parliament. *s* For debts of 300*l.*

ENGLAND.

DEBTS.						ARREARS OF INCOME.					
27. Bonded or Mortgage Debts.	28. Rate of Interest per cent.	29. Floating Debts.	30. Unpaid Interest.	31. Balance due to Treasurers on 31st Dec. 1874.	32. Total Debts.	33. Arrears of Tolls for current Year.	34. Arrears of Parish Composition for current Year.	35. Arrears of other Receipts for current Year.	36. Arrears of former Years.	37. Balance in Treasurers' Hands on 31st Dec. 1874.	38. Total Assets.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
a —	—	—	—	—	—	—	—	—	—	—	—
1,888 0 0	3	- -	- -	- -	1,888 0 0	- -	- -	- -	- -	74 16 1	74 16 1
2,100 0 0	3	- -	- -	- -	2,100 0 0	- -	- -	- -	- -	123 10 1	123 10 1
3,988 0 0	- -	- -	- -	- -	3,988 0 0	- -	- -	- -	- -	198 6 2	198 6 2
650 0 0	3½	- -	- -	- -	650 0 0	- -	- -	- -	- -	220 8 6	220 8 6
800 0 0	*c* None	7 9 3	- -	- -	807 9 3	- -	- -	- -	- -	70 13 11	70 13 11
3,570 0 0	None	17 15 1	- -	- -	3,587 15 1	- -	- -	- -	- -	114 15 2	114 15 2
1,500 0 0	1*d.*	- -	- -	- -	1,500 0 0	- -	- -	- -	- -	60 6 2	60 6 2
4,487 0 0	None	- -	- -	- -	4,487 0 0	- -	- -	- -	- -	263 7 0	263 7 0
e 950 0 0	5	- -	- -	- -	950 0 0	- -	- -	- -	- -	180 11 6	180 11 6
—	—	—	—	—	—	—	—	—	—	—	—
1,500 0 0	3¼	- -	9 15 0	- -	1,509 15 0	29 5 0	- -	- -	- -	172 13 4	201 18 4
1,310 0 0	3	- -	- -	- -	1,310 0 0	- -	- -	- -	- -	39 15 0	39 15 0
4,767 0 0	- -	25 4 4	9 15 0	- -	14,801 19 4	29 5 0	- -	- -	- -	1,122 10 7	1,151 15 7
250 0 0	3½	- -	111 13 11	- -	361 13 11	- -	- -	- -	- -	307 13 1	307 13 1
h —	—	—	*h* —	—	—	—	—	—	—	—	—
1,750 0 0	5	- -	- -	- -	1,750 0 0	- -	- -	- -	- -	284 17 11	284 17 11
920 0 0	None	- -	- -	- -	920 0 0	- -	- -	- -	- -	322 11 0	322 11 0
1,150 0 0	4	- -	- -	- -	1,150 0 0	- -	- -	- -	- -	311 4 7	311 4 7
4,070 0 0	- -	- -	111 13 11	- -	4,181 13 11	- -	- -	- -	- -	1,226 6 7	1,226 6 7
—	—	—	—	—	—	—	—	—	—	—	—
1,600 0 0	5	- -	*n* 18 11 3	- -	1,618 11 3	81 6 8	- -	0 10 0	- -	592 6 7	674 3 3
p —	—	—	—	—	—	—	—	—	—	—	—
320 0 0	4	- -	- -	- -	320 0 0	- -	- -	- -	- -	122 17 0	122 17 0
700 0 0	2½	118 17 8	22 10 0	- -	841 7 8	- -	- -	- -	- -	274 11 5	274 11 5
2,322 12 0	*r* None	- -	- -	- -	2,322 12 0	- -	- -	- -	- -	253 0 5	253 0 5
3,150 0 0	None	- -	- -	- -	3,150 0 0	- -	- -	- -	- -	103 10 0	103 10 0
3,100 0 0	3½	- -	- -	- -	3,100 0 0	- -	- -	- -	- -	74 4 2	74 4 2
11,192 12 0	- -	118 17 8	41 1 3	- -	11,352 10 11	81 6 8	- -	0 10 0	- -	1,420 9 7	1,502 6 3

a For debts of 200*l.* *e* Including 450*l.* at 4 per cent. *f* Including 90*l.* compensation to officers. *g* For debts of 250*l.*
i For debts of 200*l.* *j* Including 200*l.* at 4 per cent. *k* For debts of 100*l.* *l* For debts of 50*l.*
p The Local Act having expired, the remaining debt, 312*l.* 10*s.*, is omitted. *q* For debts of 80*l.*

1. NAMES OF COUNTIES AND TRUSTS.	2. Balance in Treasurers' Hands on 1st Jan. 1874.	3. Balance due to the Treasurers on 1st Jan. 1874.	INCOME. 4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amou of Mon borrowe the Secu of the T
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
COUNTY OF CHESTER.								
1. Chelford and Holmes Chapel	- - -	- - -	154 0 0	- - -	- - -	- - -	- - -	- -
2. Chester, Neston, & Woodside and Hinderton and Birkenhead (united)	161 18 5	- - -	2,845 0 0	50 0 0	- - -	- -	14 19 9	- -
3. Chester and Tarvin, and Chester and Frodsham (united)	94 5 9	- - -	1,260 0 0	- - -	- - -	- -	- - -	- -
4. Chester and Whitchurch, and Chester, Farndon, and Worthenbury (united)	200 9 9	- - -	1,475 0 0	330 16 6	- - -	- -	- - -	- -
5. Chester and Wrexham	388 9 4	- - -	630 0 0	- - -	- - -	- -	4 10 3	- -
6. Congleton and Buxton	107 13 0	- - -	135 12 9	- - -	- - -	- -	0 0 6	- -
7. Cranage and Warrington, and Macclesfield and Nether Tabley (united)	250 5 3	- - -	1,980 0 0	- - -	- - -	1 0 0	78 4 4	- -
8. Macclesfield and Buxton	423 12 1	- - -	250 7 1	- - -	- - -	- -	6 5 0	- -
9. Macclesfield and Chapel-en-le-Frith	177 7 4	- - -	175 11 7	- - -	- - -	- -	- - -	- -
10. Macclesfield District of the Sandon	- - -	15 10 10	770 13 5	- - -	- - -	- -	30 9 0	- -
11. Manchester, Hyde, and Mottram	489 18 6	- - -	3,997 2 11	300 0 0	- - -	- -	43 12 3	- -
12. Manchester and Wilmslow	836 10 11	- - -	3,761 9 2	- - -	- - -	11 11 11	96 19 4	- -
Nantwich and Congleton:								
13. Middlewich to Nantwich	69 19 4	- - -	295 0 0	- - -	- - -	0 4 0	28 10 0	- -
14. Nantwich and Wheelock, and Branch *d*	14 16 7	- - -	386 7 5	- - -	- - -	- -	*e* 398 0 0	- -
15. Nantwich and Woore	61 12 10	- - -	406 8 3	- - -	- - -	- -	20 10 5	- -
16. Sandbach and Congleton	- - -	- - -	202 10 0	- - -	- - -	- -	- - -	- -
17. Stockport and Ashton	269 11 1	- - -	1,611 8 4	- - -	- - -	- -	0 13 5	- -
18. Stockport and Marple *d*	353 14 5	- - -	369 12 10	- - -	- - -	- -	*g* 87 6 0	- -
19. Stockport and Warrington, and Washway (united)	- - -	319 4 9	1,850 0 0	- - -	- - -	- -	76 11 0	- -
20. Tarporley and Whitchurch	252 2 0	- - -	454 0 0	- - -	- - -	- -	- - -	- -
21. Thornset	0 3 9	- - -	625 0 0	- - -	- - -	- -	- - -	- -
22. Wilmslow and Lawton	293 17 5	- - -	948 11 8	- - -	- - -	5 15 0	- - -	- -
£	4,446 7 9	334 15 7	24,583 15 5	680 16 6	- - -	18 10 11	886 11 3	- -
COUNTY OF CORNWALL.								
1. Bodmin *j*	1,178 14 6	- - -	*j* - - -	- - -	- - -	- -	*e* 269 0 8	- -
2. Bodmin and Roche District	274 7 9	- - -	540 0 0	463 0 0	- - -	- -	- - -	- -
3. Callington *d*	221 15 10	- - -	950 0 0	- - -	- - -	1 5 0	*g* 275 6 0	- -
4. Camelford, Wadebridge, and St. Columb	719 8 6	- - -	1,100 0 0	- - -	- - -	0 11 8	18 10 0	- -
5. Creed and St. Just	52 14 0	- - -	291 16 10	- - -	- - -	- -	- - -	- -
6. Hayle Bridge Causeway	597 17 6	- - -	750 0 0	- - -	- - -	- -	- - -	- -
7. Hayle and Redruth	- - -	86 4 7	850 10 0	- - -	- - -	- -	- - -	- -
8. Helston	127 19 6	- - -	1,733 12 0	- - -	- - -	- -	1 8 0	- -
9. Launceston	421 16 10	- - -	1,904 0 0	- - -	- - -	0 14 6	29 0 11	- -
10. Liskeard	256 9 5	- - -	1,600 0 0	- - -	- - -	0 1 6	7 3 1	- -
11. Penzance and St. Just	134 5 9	- - -	651 0 4	492 10 0	- - -	- -	- - -	- -
12. St. Austell and Lostwithiel	121 18 7	- - -	693 0 0	- - -	- - -	- -	11 5 0	- -
13. Saltash	546 8 4	- - -	742 0 0	- - -	- - -	- -	- - -	- -
14. Trebarwith Sands Road	80 0 0	- - -	60 0 0	- - -	- - -	- -	- - -	- -
15. Truro and Redruth *q*	756 15 6	- - -	2,940 0 0	- - -	- - -	- -	*g* 365 12 11	- -
£	5,490 12 0	86 4 7	14,805 19 2	955 10 0	- - -	2 12 8	977 6 7	- -

a Paid to parishes. *b* Including 50*l.* expended in Tranmere parish. *c* Banker's commission. *d* Local Act expired 1st November 187
h Paid to parishes on the Trust ceasing. *i* Including 5*l.* 7*s.* 2*d.* Banker's commission and 11*l.* 8*s.* 10*d.* Bank interest.
k Including 1,122*l.* 17*s.* paid to the parishes on the winding up of the Trust. *l* For 1¼ year.
p Including contract work. *q* Local Act expired 31st December 1874. *r* Including 267*l.* 15*s.* 1*d.* paid to the parishes on the Trust ceas

10. Total Income.	EXPENDITURE. 11. Manual Labour.	12. Team Labour and Carriage of Materials.	13. Materials for Surface Repairs.	14. Land purchased.	15. Damage done in obtaining Materials.	16. Tradesmen's Bills.	17. Salaries of Treasurer.	18. Salaries of Clerk.	19. Salaries of Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
154 0 0	*a* 40 0 0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
909 19 9	*b* 1,071 18 11	235 13 5	847 8 7	- - -	- - -	31 4 4	- - -	80 0 0	200 0 0
260 0 0	338 17 3	71 16 11	269 16 3	- - -	- - -	15 8 2	- - -	48 10 0	70 0 0
305 16 6	306 7 4	194 6 0	320 17 10	- - -	11 0 8	10 6 1	- - -	45 0 0	49 9 0
534 10 3	95 0 4	23 9 10	18 6 2	- - -	5 16 3	3 10 7	- - -	20 0 0	30 0 0
135 13 3	- - -	- - -	- - -	- - -	- - -	- - -	- - -	30 0 0	- - -
959 4 4	580 3 7	362 18 4	892 8 5	- - -	- - -	49 16 0	20 0 0	36 0 0	150 0 0
256 12 1	- - -	- - -	- - -	- - -	- - -	- - -	- - -	15 0 0	15 0 0
175 11 7	- - -	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	15 0 0
301 2 5	200 10 11	96 3 0	240 8 7	- - -	18 11 6	10 12 2	- - -	20 0 0	60 0 0
340 15 2	832 2 0	209 18 1	937 19 0	- - -	- - -	53 17 8	- - -	40 0 0	156 0 0
370 0 5	753 16 4	348 12 3	1,332 14 10	- - -	10 0 0	61 0 6	*e* 4 16 1	45 0 0	175 0 0
323 14 0	118 15 3	14 0 2	80 1 9	- - -	- - -	2 6 2	2 2 0	5 0 0	25 0 0
784 7 5	40 1 4	22 17 10	8 5 11	- - -	- - -	31 4 10	- - -	*f* 35 0 0	*f* 171 2 0
426 18 8	110 4 9	14 12 0	89 15 7	- - -	- - -	27 14 5	*e* 0 8 3	10 0 0	40 0 0
202 10 0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
512 1 9	795 16 11	173 6 4	450 1 8	- - -	2 2 0	24 4 2	- - -	25 0 0	110 0 0
456 18 10	*h* 531 19 5	- - -	- - -	- - -	- - -	8 9 4	5 0 0	21 0 0	- - -
926 11 0	578 2 10	366 1 6	712 6 0	- - -	- - -	123 2 0	*i* 36 16 0	20 0 0	80 0 0
454 0 0	*i* 87 17 0	5 7 0	35 18 6	- - -	- - -	2 8 2	12 10 0	10 0 0	12 10 0
525 0 0	*d* 100 0 0	- - -	- - -	- - -	- - -	- - -	15 0 0	15 0 0	- - -
954 6 8	430 18 10	161 9 5	339 3 2	- - -	- - -	17 4 7	- - -	30 0 0	40 0 0
169 14 1	7,012 13 0	2,300 12 1	6,575 12 3	- - -	47 10 5	472 9 2	96 12 4	560 10 0	1,399 1 0
269 0 8	*k* 1,165 17 1	22 6 9	19 7 0	- - -	5 14 8	4 5 8	*l* 3 15 0	*l* 8 15 0	*l* 20 0 0
003 0 0	325 7 7	296 4 2	9 7 5	- - -	- - -	10 4 2	8 0 0	8 0 0	20 0 0
226 11 0	*m* 77 9 10	130 0 0	334 7 0	13 0 0	4 0 0	4 14 5	- - -	25 0 0	70 0 0
119 1 8	272 0 8	286 8 6	131 1 11	- - -	11 5 3	14 10 9	- - -	15 0 0	50 0 0
291 16 10	104 0 0	51 1 0	16 16 1	- - -	- - -	4 3 0	- - -	25 0 0	18 0 0
750 0 0	*n* 197 3 3	- - -	- - -	- - -	8 19 2	2 6 0	- - -	25 0 0	25 0 0
850 10 0	403 0 9	28 5 3	199 10 9	- - -	12 8 8	40 4 8	- - -	25 0 0	45 0 0
735 0 0	*o* 700 0 0	- - -	- - -	- - -	- - -	- - -	21 0 0	21 0 0	35 0 0
933 15 5	190 4 9	205 5 1	467 2 10	- - -	24 3 2	26 9 6	- - -	24 10 0	105 0 0
607 4 7	*p* 268 14 6	- - -	539 2 1	- - -	17 7 2	3 3 7	38 0 0	14 5 0	71 5 0
143 10 4	*o* 593 10 0	- - -	- - -	- - -	25 7 6	7 18 1	- - -	25 0 0	25 0 0
704 5 0	222 9 11	65 16 11	193 3 0	- - -	13 6 3	14 11 7	15 0 0	15 0 0	40 0 0
742 0 0	5 1 6	11 1 4	2 8 8	- - -	- - -	18 6 2	- - -	12 0 0	15 0 0
60 0 0	*o* 30 0 0	- - -	- - -	- - -	- - -	- - -	2 10 0	2 10 0	- - -
305 12 11	*r* 1,895 7 0	458 11 0	572 16 7	- - -	70 1 6	85 14 9	- - -	57 10 0	180 0 0
741 8 5	6,450 6 10	1,555 0 0	2,485 3 4	13 0 0	192 13 4	236 12 4	88 5 0	303 10 0	719 5 0

(Continued on page 12.)

e From sale of Trust property. *f* Including arrears. *g* Including proceeds of sale of Trust property.
j Tolls abolished 31st December 1873; Local Act repealed 1st November 1874.
m Including 28*l.* 14*s.* paid to the parishes on the Trust ceasing. *n* Including materials, &c. *o* Contract work.

EXPENDITURE—*continued.*

NAMES OF COUNTIES AND TRUSTS.	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. Total Expenditure.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
COUNTY OF CHESTER.							
1. Chelford and Holmes Chapel	4 8 0	- - -	- - -	107 18 0	1 14 0	- - -	154
2. Chester, Neston, & Woodside and Hinderton and Birkenhead (united)	5 17 4	54 19 0	113 0 0	150 0 0	73 16 4	- - -	2,863 1
3. Chester and Tarvin, and Chester and Frodsham (united)	3 2 4	118 0 10	- - -	- - -	18 8 1	- - -	953 1
4. Chester and Whitchurch, and Chester, Farndon, and Worthenbury (united)	46 2 8	134 2 10	- - -	306 10 0	37 17 1	- - -	1,461 1
5. Chester and Wrexham	3 5 3	42 13 3	- - -	*c* 534 0 0	8 6 0	- - -	784
6. Congleton and Buxton	0 6 9	- - -	- - -	*d* 100 0 0	6 15 8	- - -	137
7. Cranage and Warrington, and Macclesfield and Nether Tabley (united)	12 14 6	186 4 0	- - -	- - -	27 2 2	- - -	2,317
8. Macclesfield and Buxton	98 6 0	99 14 1	- - -	*e* 300 0 0	8 10 3	- - -	536 1
9. Macclesfield and Chapel-en-le-Frith	5 10 0	17 10 8	- - -	*g* 115 12 6	7 10 0	- - -	171
10. Macclesfield District of the Sandon	10 5 1	- - -	- - -	- - -	60 12 8	- - -	717
11. Manchester, Hyde, and Mottram	34 1 1	48 8 8	- - -	2,279 5 6	80 16 11	- - -	4,672
12. Manchester and Wilmslow	71 2 0	67 4 7	113 4 8	1,000 0 0	151 1 2	- - -	4,133 1
Nantwich and Congleton :							
13. Middlewich to Nantwich	0 10 2	9 13 2	- - -	- - -	11 2 6	- - -	268 1
14. Nantwich and Wheelock, and Branch	*h* 449 14 2	- - -	- - -	- - -	40 17 11	- - -	799
15. Nantwich and Woore	- - -	- - -	- - -	- - -	2 10 0	- - -	295
16. Sandbach and Congleton	9 3 4	40 0 5	- - -	151 7 2	1 19 1	- - -	202 1
17. Stockport and Ashton	22 9 4	9 14 11	- - -	- - -	62 14 5	- - -	1,675
18. Stockport and Marple	31 10 0	1 6 7	123 4 6	66 13 5	21 10 0	- - -	810 1
19. Stockport and Warrington, and Washway (united)	177 16 6	- - -	5 16 0	- - -	86 11 9	- - -	2,186 1
20. Tarporley and Whitchurch	16 9 0	16 3 0	- - -	*i* 224 15 6	18 16 8	- - -	442 1
21. Thornset	6 6 0	167 18 4	- - -	*k* 284 10 0	30 15 2	- - -	619
22. Wilmslow and Lawton	10 8 6	- - -	- - -	- - -	1 9 11	- - -	1,030 1
£	1,019 8 0	1,013 14 4	355 5 2	5,620 12 1	760 17 9	- - -	27,234 1
COUNTY OF CORNWALL.							
1. Bodmin	- - -	- - -	- - -	- - -	*l* 197 14 0	- - -	1,447 1
2. Bodmin and Roche District	- - -	47 17 2	- - -	250 0 0	6 3 5	- - -	981
3. Callington	- - -	13 7 6	350 9 0	300 0 0	*n* 125 19 1	- - -	1,448
4. Camelford, Wadebridge, and St. Columb	3 1 2	137 2 11	- - -	*o* 396 10 0	41 1 10	- - -	1,358
5. Creed and St. Just	- - -	12 15 0	- - -	- - -	11 1 0	- - -	242 1
6. Hayle Bridge Causeway	- - -	583 2 1	- - -	- - -	1 8 0	- - -	842 1
7. Hayle and Redruth	- - -	- - -	7 2 0	- - -	4 5 5	- - -	764 1
8. Helston	22 1 9	131 12 10	- - -	*p* 831 14 1	88 4 3	- - -	1,850 1
9. Launceston	4 7 5	168 14 9	- - -	*q* 792 5 0	39 18 11	- - -	2,048
10. Liskeard	130 8 4	284 16 5	- - -	- - -	48 4 9	- - -	1,415
11. Penzance and St. Just	- - -	313 10 10	- - -	327 10 0	13 1 10	- - -	1,330 1
12. St. Austell and Lostwithiel	- - -	14 7 9	- - -	*s* 98 0 0	12 1 5	- - -	703 1
13. Saltash	- - -	29 17 0	- - -	*t* 542 10 0	7 16 6	- - -	644
14. Trebarwith Sands Road	- - -	- - -	- - -	- - -	2 0 0	- - -	37
15. Truro and Redruth	37 14 2	- - -	37 0 0	- - -	*u* 667 13 5	- - -	4,062
£	197 12 10	1,737 4 3	394 11 0	3,538 9 1	1,266 13 10	- - -	19,178

(*Continued from page 11.*)

a Including 250*l.* at 5 per cent. *b* Including 798*l.* 10*s.* at 4 per cent. *c* For debts of 848*l.* *d* For debts of 426*l.*
h Including arrears of costs of lawsuit. *i* For debts of 608*l.* 3*s.* *j* Interest abolished by Act of Parliament.
n Including 55*l.* compensation to officers. *o* For debts of 400*l.* *p* For debts of 1,000*l.* *q* For debts of 800
u Including 350*l.* compensation to officers and workmen. *v* The Local Act having expired, the remaining debt, 200*l.*, is omitted.

DEBTS.							ARREARS OF INCOME.					
27. Funded or Mortgage Debts.	28. Rate of Interest per cent.	29. Floating Debts.	30. Unpaid Interest.	31. Balance due to Treasurers on 31st Dec. 1874.	32. Total Debts.		33. Arrears of Tolls for current Year.	34. Arrears of Parish Composition for current Year.	35. Arrears of other Receipts for current Year.	36. Arrears of former Years.	37. Balance in Treasurers' Hands on 31st Dec. 1874.	38. Total Assets.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
01 1 1	None	- -	- - -	- -	301 1 1		—	—	—	—	—	—
50 0 0	3½	- -	- - -	- -	1,350 0 0		- -	-	- -	- -	208 0 3	208 0 3
40 0 0	3	- -	- - -	- -	3,840 0 0		- -	- -	- -	24 0 0	400 5 11	424 5 11
3 10 0	3¾	- -	430 7 5	- -	6,453 17 5		- -	- -	- -	- -	544 6 9	544 6 9
4 0 0	2	- -	- - -	- -	1,674 0 0		- -	- -	7 10 0	112 10 0	238 11 11	358 11 11
04 3 4	None	- -	- - -	- -	3,204 3 4		- -	- -	- -	- -	106 3 10	106 3 10
5 0 0	4	- -	- - -	7 17 5	4,662 17 5		—	—	—	—	—	—
3 8 0	*f* None	- -	*f* - - -	- -	5,883 8 0		- -	- -	- -	- -	143 13 10	143 13 10
8 17 8	1	- -	8 3 10	- -	1,927 1 6		- -	- -	- -	- -	181 15 9	181 15 9
- -	- -	- -	- - -	- -	- - -		- -	- -	- -	- -	68 7 8	68 7 8
9 13 0	2	- -	27 3 11	- -	266 16 11		- -	- -	- -	- -	158 4 9	158 4 9
- -	- -	- -	- - -	- -	- - -		- -	- -	- -	- -	572 18 11	572 18 11
5 0 0	3	- -	- - -	- -	325 0 0		- -	- -	- -	- -	125 2 2	125 2 2
—	—	—	—	—	—		—	—	—	—	—	—
- -	- -	- -	- - -	- -	- - -		- -	- -	- -	- -	193 6 6	193 6 6
92 15 2	2	- -	- - -	- -	1,792 15 2		—	—	—	—	—	—
55 14 8	4	- -	8 12 6	- -	244 7 2		- -	- -	- -	- -	206 3 1	206 3 1
—	—	—	—	—	—		—	—	—	—	—	—
- -	- -	- -	- - -	579 6 4	579 6 4		—	—	—	—	—	—
29 14 0	*j* None	- -	- - -	- -	1,829 14 0		- -	- -	- -	- -	263 7 2	263 7 2
73 0 0	2	- -	- - -	- -	7,973 0 0		- -	- -	- -	- -	5 14 3	5 14 3
22 4 4	4	- -	352 5 8	- -	494 10 0		79 1 8	- -	- -	- -	217 9 8	296 11 4
78 1 8	- -	- -	826 13 4	587 3 9	42,801 18 4		79 1 8	- -	7 10 0	136 10 0	3,633 12 5	3,856 14 1
—	—	—	—	—	—		—	—	—	—	—	—
50 0 0	2½	- -	- - -	- -	1,750 0 0		- -	- -	- -	- -	296 3 10	296 3 10
—	—	—	—	—	—		—	—	—	—	—	—
12 10 0	5	- -	109 10 0	- -	2,322 0 0		- -	- -	- -	- -	480 7 2	480 7 2
37 10 0	2	- -	- - -	- -	637 10 0		- -	- -	- -	- -	101 14 9	101 14 9
30 0 0	5	- -	2,677 4 3	- -	14,507 4 3		- -	- -	- -	30 0 0	504 19 0	534 19 0
- -	- -	- -	- - -	0 12 1	0 12 1		—	—	—	—	—	—
25 0 0	3	- -	15 15 0	- -	3,240 15 0		- -	- -	- -	- -	12 6 7	12 6 7
00 0 0	3½	- -	29 7 6	- -	4,829 7 6		- -	- -	- -	- -	307 10 10	307 10 10
43 0 0	*r* 2	- -	- - -	- -	7,143 0 0		- -	- -	- -	- -	448 7 2	448 7 2
22 10 0	5	- -	- - -	53 2 2	6,275 12 2		—	—	—	—	—	—
00 0 0	3	- -	- - -	- -	400 0 0		- -	- -	- -	- -	122 6 9	122 6 9
12 0 0	½	- -	- - -	- -	5,912 0 0		- -	- -	- -	- -	644 7 2	644 7 2
14 12 4	None.	- -	- - -	- -	614 12 4		- -	- -	- -	- -	103 0 0	103 0 0
—	—	—	—	—	—		—	—	—	—	—	—
47 2 4	- -	- -	2,831 16 9	53 14 3	47,632 13 4		- -	- -	- -	30 0 0	3,021 3 3	3,051 3 3

f Interest abolished and arrears extinguished by Act of Parliament. *g* For debts of 250*l*.
l Including 195*l*. compensation to officers. *m* The Local Act having expired, the remaining debt, 300*l*., is omitted.
r Interest reduced by Act of Parliament. *s* For debts of 100*l*. *t* For debts of 775*l*.

1. NAMES OF COUNTIES AND TRUSTS.	2. Balance in Treasurers' Hands on 1st Jan. 1874.	3. Balance due to the Treasurers on 1st Jan. 1874.	INCOME. 4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	Amo M borro the S of th
COUNTY OF CUMBERLAND.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£
1. Alston	- - -	21 4 10	1,756 5 8	- - -	- - -	0 5 3	56 11 0	-
2. Brampton and Longtown	142 2 3	- - -	279 0 0	- - -	- - -	- -	6 1 6	-
3. Brougham Bridge	29 19 7	- - -	175 0 0	- - -	- - -	- -	0 14 4	-
4. Carlisle and Brampton	64 16 3	- - -	497 3 4	- - -	- - -	- -	24 12 1	-
5. Carlisle and Eamont Bridge, Northern Division	15 13 9	- - -	491 0 0	- - -	- - -	- -	7 0 0	-
6. Ditto, Southern Division	73 2 1	- - -	334 16 8	- - -	- - -	- -	- - -	-
7. Carlisle and Temon	- - -	7 1 4	120 6 8	- - -	- - -	- -	17 16 0	-
8. Cockermouth and Carlisle	160 4 5	- - -	767 0 0	- - -	- - -	- -	20 4 4	-
9. Cockermouth and Maryport	- - -	79 1 5	1,199 0 0	- - -	- - -	- -	18 6 3	-
10. Cockermouth and Workington	69 1 3	- - -	346 0 0	- - -	- - -	- -	10 14 9	-
11. Penrith and Cockermouth	179 2 3	- - -	1,722 0 0	- - -	- - -	0 0 6	3 16 5	-
£	734 1 10	107 7 7	7,687 12 4	- - -	- - -	0 5 9	165 16 8	-
COUNTY OF DERBY.								
1. Alfreton and Derby	193 10 9	- - -	1,404 4 6	- - -	- - -	- -	4 13 2	-
2. Alfreton, Higham, and Tibshelf	144 6 5	- - -	262 0 0	- - -	- - -	- -	- - -	-
3. Alfreton and Mansfield	- - -	144 12 1	900 7 10	- - -	- - -	- -	- - -	-
4. Ashborne to Belper Bridge	23 19 1	- - -	222 0 0	- - -	- - -	- -	- - -	-
5. Ashborne, Sudbury, and Yoxall Bridge	227 8 2	- - -	426 0 0	- - -	- - -	- -	- - -	-
6. Ashford and Buxton, and Tideswell, Blackwell, & Edensor (united)	595 7 5	- - -	935 12 1	- - -	- - -	- -	9 5 4	-
7. Birkin Lane	54 4 11	- - -	33 7 0	- - -	- - -	- -	- - -	-
8. Cavendish Bridge and Hulland Ward	- - -	66 6 7	1,161 13 4	- - -	- - -	- -	1 0 10	-
9. Chapel-en-le-Frith	132 15 4	- - -	761 8 0	- - -	730 0 0	- -	4 13 6	-
10. Chesterfield and Hernstone Lane Head	12 15 2	- - -	998 4 4	- - -	- - -	- -	- - -	-
11. Chesterfield to Matlock, Darley, and Rowsley Bridges	32 5 10	- - -	451 0 0	46 10 0	- - -	- -	- - -	-
12. Chesterfield, Newbold, and Dunstone	404 6 10	- - -	211 13 4	- - -	- - -	- -	- - -	-
13. Chesterfield to Worksop	233 16 11	- - -	597 0 0	142 0 0	- - -	- -	- - -	-
14. Cromford and Belper	133 12 7	- - -	386 0 0	102 1 0	- - -	- -	3 14 0	-
15. Cromford and Newhaven	112 18 8	- - -	353 6 8	200 8 7	- - -	- -	5 0 0	-
16. Derby, Ashborne, and Hurdloe	63 5 9	- - -	644 0 3	- - -	- - -	- -	1 8 7	-
17. Derby and Burton-upon-Trent	80 6 1	- - -	508 18 4	- - -	- - -	- -	- - -	-
18. Derby, Duffield, Wirksworth, and Sheffield	630 2 4	- - -	2,143 16 8	- - -	- - -	12 7 3	14 0 0	-
19. Derby, Mansfield, and Nutthall	787 7 10	- - -	1,315 10 0	- - -	- - -	- -	10 10 4	-
20. Derby to Uttoxeter	- - -	232 0 0	855 16 8	- - -	- - -	- -	- - -	-
21. Duffield to Heage	35 4 0	- - -	420 0 0	- - -	- - -	- -	5 12 8	-
22. Glossop and Marple Bridge	- - -	61 11 0	823 12 0	- - -	- - -	- -	- - -	-
23. Haddon and Bentley	112 5 11	- - -	307 10 0	74 19 7	- - -	- -	- - -	-
24. Ideridgehay and Duffield	- - -	50 5 6	183 3 4	- - -	- - -	- -	- - -	-
25. Mansfield and Chesterfield	82 1 1	- - -	767 10 0	- - -	- - -	- -	- - -	-
26. Nottingham and Newhaven, Third District	619 1 0	- - -	1,295 0 0	- - -	- - -	- -	- - -	-
27. Oakerthorpe and Ashborne	45 14 1	- - -	322 10 0	119 11 0	- - -	- -	- - -	-
28. Owler Bar	377 19 6	- - -	1,685 0 0	- - -	- - -	- -	40 13 0	-
29. Sheffield and Chapel-en-le-Frith	634 15 2	- - -	2,475 0 0	30 0 0	- - -	- -	5 17 0	-
30. Sheffield and Glossop	148 16 2	- - -	383 8 5	21 7 1	- - -	- -	6 1 4	-
31. Temple Normanton and Tibshelf	59 15 7	- - -	154 0 0	- - -	- - -	- -	- - -	-
32. Tupton and Ashover	95 16 4	- - -	106 2 0	23 0 0	- - -	- -	- - -	-
33. Wirksworth and Hulland Ward	58 3 11	- - -	215 10 0	- - -	- - -	- -	- - -	-
£	6,132 2 10	554 15 2	23,710 4 9	759 17 3	730 0 0	12 7 3	112 9 9	-

a Including 20*l.* for horse hire. *b* Including contract work. *c* Including payments to parishes. *d* Banker's commission
j For ¾ year.

10. Total Income.	EXPENDITURE. 11. Manual Labour.	12. Team Labour and Carriage of Materials.	13. Materials for Surface Repairs.	14. Land purchased.	15. Damage done in obtaining Materials.	16. Tradesmen's Bills.	17. Salaries of Treasurer.	18. Salaries of Clerk.	19. Salaries of Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
13 1 11	846 4 8	245 10 10	255 9 4	- - -	1 0 0	34 8 7	50 0 0	30 0 0	*a* 170 0 0
85 1 6	*b* 102 18 7	1 16 0	- - -	- - -	- - -	- - -	10 0 0	5 0 0	15 0 0
75 14 4	*c* 46 17 5	17 8 0	5 5 0	- - -	- - -	- - -	- - -	5 0 0	10 10 0
21 15 5	*b* 197 19 7	51 10 9	63 0 0	- - -	1 8 6	8 12 5	10 0 0	12 0 0	25 0 0
98 0 0	*b* 232 16 3	89 18 11	2 1 6	- - -	2 16 0	3 10 1	7 0 0	12 0 0	25 0 0
34 16 8	*b* 116 1 1	21 15 9	31 8 3	- - -	- - -	8 8 1	- - -	20 0 0	30 0 0
38 2 8	59 0 0	8 0 6	- - -	- - -	0 10 0	7 13 11	10 0 0	13 0 0	28 0 0
37 4 4	333 16 5	31 1 0	27 18 9	- - -	- - -	20 12 6	- - -	31 10 0	70 0 0
17 6 3	488 19 1	92 6 8	33 13 9	- - -	- - -	24 13 3	- - -	31 10 0	80 0 0
56 14 9	120 19 10	24 10 6	20 2 7	- - -	- - -	6 13 8	- - -	10 0 0	15 0 0
35 16 11	679 10 6	154 4 0	40 18 9	- - -	- - -	43 17 8	*d* 0 4 10	31 10 0	125 0 0
53 14 9	3,225 3 5	738 2 11	479 17 11	- - -	5 14 6	158 10 2	87 4 10	201 10 0	593 10 0
08 17 8	432 11 9	150 13 1	358 14 5	- - -	- - -	39 19 10	10 0 0	20 0 0	85 4 0
62 0 0	15 8 2	9 16 1	3 18 1	- - -	- - -	0 13 7	- - -	8 0 0	9 0 0
00 7 10	231 15 3	159 7 2	110 1 7	- - -	2 10 0	39 10 7	5 0 0	12 0 0	- - -
22 0 0	59 5 6	12 11 0	- - -	- - -	- - -	4 14 5	5 0 0	20 0 0	- - -
26 0 0	*e* 135 0 0	- - -	- - -	- - -	- - -	- - -	- - -	17 0 0	2 2 0
44 17 5	215 11 8	15 3 6	13 16 10	- - -	- - -	- - -	- - -	10 0 0	65 0 0
33 7 0	- - -	- - -	- - -	- - -	- - -	- - -	2 2 0	- - -	- - -
32 14 2	431 17 2	163 17 9	194 3 3	- - -	2 0 0	15 3 3	*d* 2 7 0	*f* 15 0 0	45 0 0
46 1 6	30 0 0	- - -	- - -	- - -	- - -	3 8 0	- - -	50 0 0	19 19 9
98 4 4	587 6 8	228 5 9	158 13 3	- - -	- - -	6 18 11	- - -	30 0 0	100 0 0
97 10 0	222 16 5	163 10 5	122 5 5	- - -	- - -	2 2 10	- - -	15 0 0	30 0 0
11 13 4	83 14 9	51 7 1	42 8 7	- - -	- - -	6 14 1	- - -	- - -	30 0 0
89 0 0	232 5 1	105 13 5	28 7 0	- - -	- - -	12 1 6	- - -	15 0 0	30 0 0
91 15 0	171 5 11	61 11 2	87 15 1	- - -	- - -	14 11 6	*d* 1 3 5	10 10 0	20 0 0
58 15 3	208 17 6	56 17 6	6 10 4	- - -	0 5 6	1 3 6	*d* 2 6 3	20 0 0	30 0 0
45 8 10	206 1 4	94 9 7	58 3 4	- - -	3 13 6	34 18 1	*d* 1 10 3	20 0 0	63 0 0
08 18 4	213 19 8	64 5 0	98 3 3	- - -	- - -	17 8 6	- - -	20 0 0	45 0 0
70 3 11	*b* 1,265 2 4	717 11 4	484 14 8	- - -	- - -	29 9 3	- - -	45 0 0	80 0 0
26 0 4	*c* 555 18 10	99 4 1	175 3 1	- - -	- - -	15 7 4	- - -	*g* 40 0 0	*h* 55 0 0
55 16 8	257 9 10	95 13 10	78 2 1	- - -	2 10 0	19 7 9	*i* 16 13 11	*j* 15 0 0	40 0 0
25 12 8	93 16 9	49 9 6	7 13 8	- - -	- - -	26 12 4	- - -	10 0 0	- - -
23 12 0	516 17 3	65 17 0	64 16 0	- - -	1 10 0	0 10 4	- - -	50 0 0	45 0 4
32 9 7	*b* 145 8 0	11 9 8	5 14 0	- - -	- - -	- - -	- - -	20 0 0	20 0 0
33 3 4	51 10 0	9 1 7	16 11 2	- - -	- - -	3 11 11	*d* 1 4 1	10 0 0	11 10 0
37 10 0	*b* 110 19 2	105 19 5	74 13 0	- - -	- - -	8 5 7	5 5 0	25 0 0	40 0 0
95 0 0	279 18 7	123 2 0	196 9 3	- - -	3 9 6	8 17 4	- - -	30 0 0	40 0 0
42 1 0	317 6 6	60 14 6	18 9 8	- - -	- - -	2 1 6	*d* 2 4 1	20 0 0	30 0 0
25 13 0	646 2 3	734 10 2	223 11 1	- - -	- - -	26 11 0	- - -	30 0 0	60 0 0
10 17 0	*c* 816 18 10	356 13 10	425 3 10	- - -	5 3 9	214 3 5	- - -	20 0 0	50 0 0
10 16 10	171 7 0	54 14 0	6 0 11	- - -	- - -	32 11 9	- - -	13 13 0	25 0 0
54 0 0	27 5 7	33 12 6	24 6 6	- - -	- - -	0 1 4	- - -	7 12 6	10 0 0
29 2 0	*e* 48 0 0	- - -	*k* 10 0 0	- - -	- - -	- - -	3 3 0	- - -	- - -
15 10 0	108 18 8	29 15 1	26 1 8	- - -	- - -	8 13 1	- - -	10 0 0	13 10 0
24 19 0	8,890 16 5	3,884 17 0	3,120 11 0	- - -	21 2 3	595 12 6	57 19 0	628 15 6	1,094 6 1

(Continued on page 16.)

e Contract work. For ¾ year. *g* For 2 years. *h* For 1¾ years. *i* Banker's interest and commission.
k To Mansfield and Tibshelf Road.

EXPENDITURE—*continued.*

NAMES OF COUNTIES AND TRUSTS.	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. Total Expenditure.
COUNTY OF CUMBERLAND.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£
1. Alston	- - -	- - -	- - -	- - -	32 9 1	- - -	1,665
2. Brampton and Longtown	- - -	90 7 1	- - -	- - -	8 18 7	- - -	234
3. Brougham Bridge	- - -	87 9 2	- - -	- - -	7 8 1	- - -	179
4. Carlisle and Brampton	- - -	22 0 0	- - -	50 0 0	9 4 8	- - -	450
5. Carlisle and Eamont Bridge, Northern Division	- - -	28 0 10	- - -	- - -	6 19 10	- - -	410
6. Ditto, Southern Division	- - -	10 7 6	- - -	- - -	56 18 7	- - -	294
7. Carlisle and Temon	- - -	- - -	- - -	- - -	5 5 8	- - -	131
8. Cockermouth and Carlisle	- - -	107 16 4	- - -	- - -	22 10 10	- - -	645
9. Cockermouth and Maryport	- - -	297 7 8	- - -	- - -	9 17 4	- - -	1,058
10. Cockermouth and Workington	- - -	103 17 1	- - -	- - -	3 6 10	- - -	304
11. Penrith and Cockermouth	- - -	198 5 2	25 0 0	*c* 311 0 0	24 3 4	- - -	1,633
£	- - -	945 10 10	25 0 0	361 0 0	187 2 10	- - -	7,008
COUNTY OF DERBY.							
1. Alfreton and Derby	39 14 0	30 4 0	54 10 0	*d* 149 18 6	20 6 1	- - -	1,391
2. Alfreton, Higham, and Tibshelf	0 6 8	57 2 6	- - -	*e* 125 0 0	1 16 3	- - -	231
3. Alfreton and Mansfield	0 15 0	55 5 9	- - -	- - -	39 10 2	- - -	655
4. Ashborne to Belper Bridge	- - -	104 18 9	- - -	- - -	10 16 9	- - -	217
5. Ashborne, Sudbury, and Yoxall Bridge	- - -	- - -	- - -	- - -	14 1 9	- - -	168
6. Ashford and Buxton, and Tideswell, Blackwell, & Edensor (united)	0 16 8	- - -	- - -	550 0 0	14 13 5	- - -	885
7. Birkin Lane	4 16 7	- - -	- - -	*g* 50 0 0	18 11 8	- - -	75
8. Cavendish Bridge and Hulland Ward	15 15 0	44 15 0	- - -	- - -	11 16 7	- - -	941
9. Chapel-en-le-Frith	0 6 8	120 6 1	- - -	*h* 607 19 4	20 5 7	730 0 0	1,582
10. Chesterfield and Hernstone Lane Head	0 6 8	4 0 0	- - -	- - -	31 6 10	- - -	1,146
11. Chesterfield to Matlock, Darley, and Rowsley Bridges	5 2 2	14 3 1	- - -	- - -	2 1 2	- - -	577
12. Chesterfield, Newbold, and Dunstone	20 10 0	13 15 0	- - -	250 0 0	5 5 0	- - -	503
13. Chesterfield to Worksop	- - -	106 0 1	- - -	*j* 300 0 0	6 16 8	- - -	836
14. Cromford and Belper	8 18 4	3 8 2	- - -	- - -	4 9 0	- - -	383
15. Cromford and Newhaven	3 13 6	24 9 7	- - -	*k* 120 10 0	25 0 4	- - -	499
16. Derby, Ashborne, and Hurdloe	30 15 1	- - -	- - -	- - -	27 19 0	- - -	540
17. Derby and Burton-upon-Trent	0 6 8	24 0 0	- - -	- - -	39 8 8	- - -	522
18. Derby, Duffield, Wirksworth, and Sheffield	20 18 0	- - -	- - -	- - -	26 9 6	- - -	2,669
19. Derby, Mansfield, and Nutthall	107 17 6	123 2 11	- - -	*l* 315 0 0	58 17 11	- - -	1,545
20. Derby to Uttoxeter	62 14 0	292 16 8	- - -	- - -	8 15 0	- - -	889
21. Duffield to Heage	- - -	207 3 1	- - -	- - -	3 0 0	- - -	397
22. Glossop and Marple Bridge	0 6 8	113 8 0	- - -	- - -	17 6 8	- - -	875
23. Haddon and Bentley	9 8 8	36 13 10	- - -	*n* 345 0 0	11 10 1	- - -	605
24. Ideridgehay and Duffield	- - -	11 18 0	- - -	- - -	25 18 4	- - -	141
25. Mansfield and Chesterfield	1 1 0	56 0 0	- - -	- - -	31 9 6	- - -	458
26. Nottingham and Newhaven, Third District	- - -	80 0 0	- - -	*o* 588 0 0	60 5 6	- - -	1,410
27. Oakerthorpe and Ashborne	6 17 1	- - -	- - -	- - -	34 9 11	- - -	492
28. Owler Bar	40 17 2	31 6 7	- - -	235 0 0	30 6 4	- - -	2,058
29. Sheffield and Chapel-en-le-Frith	12 6 0	421 5 8	- - -	*p* 500 0 0	33 7 8	- - -	2,855
30. Sheffield and Glossop	- - -	- - -	- - -	162 9 4	10 17 5	- - -	476
31. Temple Normanton and Tibshelf	0 10 0	57 8 3	- - -	- - -	19 7 2	- - -	180
32. Tupton and Ashover	4 16 8	- - -	- - -	*q* 100 0 0	3 1 5	- - -	169
33. Wirksworth and Hulland Ward	- - -	23 1 1	- - -	- - -	27 4 8	- - -	247
£	399 15 9	2,056 12 1	54 10 0	4,398 17 2	696 12 0	730 0 0	26,630

(*Continued from page 15.*)

a Interest abolished and arrears extinguished by Act of Parliament. *b* Including 1,100*l.* at 5 per cent. *c* For debts of 350*l.*
h For debts of 727*l.* 15*s.* *i* Including 850*l.* at 5 per cent. *j* For debts of 300*l.* 1*s.* 6*d.* *k* For debts of 241*l.*
p For debts of 1,250*l.* *q* For debts of 100*l.* 18*s.*

DEBTS.						ARREARS OF INCOME.					
27. Bonded or Mortgage Debts.	28. Rate of Interest per cent.	29. Floating Debts.	30. Unpaid Interest.	31. Balance due to Treasurers on 31st Dec. 1874.	32. Total Debts.	33. Arrears of Tolls for current Year.	34. Arrears of Parish Composition for current Year.	35. Arrears of other Receipts for current Year.	36. Arrears of former Years.	37. Balance in Treasurers' Hands on 31st Dec. 1874.	38. Total Assets.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
673 6 9	None	- - -	- - -	- - -	24,673 6 9	- - -	- - -	24 19 0	0 1 0	126 14 7	151 14 7
100 0 0	3	- - -	- - -	- - -	3,100 0 0	- - -	- - -	- - -	- - -	193 3 6	193 3 6
300 0 0	*a* None	- - -	*a* - - -	- - -	4,300 0 0	- - -	- - -	- - -	- - -	25 16 3	25 16 3
350 0 0	4	- - -	- - -	- - -	350 0 0	- - -	- - -	- - -	- - -	135 15 9	135 15 9
900 0 0	3½	- - -	110 0 0	- - -	1,010 0 0	- - -	- - -	- - -	- - -	103 10 4	103 10 4
300 0 0	3½	- - -	- - -	- - -	300 0 0	- - -	- - -	- - -	- - -	112 19 6	112 19 6
- - -	-	- - -	- - -	0 8 9	0 8 9	—	—	—	—	—	—
400 0 0	4½	- - -	- - -	- - -	2,400 0 0	- - -	- - -	- - -	- - -	302 2 11	302 2 11
300 0 0	4½	- - -	- - -	- - -	6,300 0 0	- - -	- - -	- - -	- - -	79 17 1	79 17 1
270 0 0	3	- - -	- - -	- - -	3,270 0 0	- - -	- - -	- - -	- - -	121 5 6	121 5 6
339 5 0	3	- - -	- - -	- - -	6,339 5 0	- - -	- - -	- - -	- - -	271 4 11	271 4 11
032 11 9	- -	- - -	110 0 0	0 8 9	52,043 0 6	- - -	- - -	24 19 0	0 1 0	1,472 10 4	1,497 10 4
55 0 0	4	- - -	- - -	- - -	755 0 0	- - -	- - -	- - -	- - -	210 12 9	210 12 9
50 0 0	3	- - -	23 10 0	- - -	1,973 10 0	- - -	- - -	- - -	- - -	175 5 1	175 5 1
00 0 0	4	- - -	- - -	- - -	700 0 0	- - -	- - -	- - -	- - -	100 0 3	100 0 3
17 15 6	2	- - -	- - -	- - -	4,917 15 6	- - -	- - -	- - -	- - -	28 12 8	28 12 8
32 10 0	2	- - -	- - -	- - -	1,232 10 0	- - -	- - -	- - -	- - -	485 4 5	485 4 5
50 0 0	None	- - -	- - -	- - -	7,850 0 0	- - -	- - -	- - -	- - -	655 2 9	655 2 9
70 15 7	None	- - -	- - -	- - -	1,170 15 7	- - -	- - -	- - -	- - -	12 1 8	12 1 8
00 0 0	4 & 5	5 0 0	- - -	- - -	1,005 0 0	96 16 8	- - -	- - -	- - -	154 12 7	251 9 3
06 0 0	3¾	- - -	28 10 0	- - -	2,334 10 0	- - -	- - -	- - -	- - -	46 11 5	46 11 5
00 0 0	4	- - -	- - -	135 18 7	235 18 7	200 0 0	- - -	- - -	- - -	- - -	200 0 0
85 10 5	1½	27 14 11	425 14 2	47 5 8	9,286 5 2	41 0 0	165 0 0	- - -	- - -	- - -	206 0 0
- - -	-	- - -	- - -	- - -	- - -	22 18 4	- - -	- - -	- - -	112 5 8	135 4 0
27 2 0	2	21 6 0	96 10 10	- - -	4,944 18 10	49 15 0	- - -	- - -	- - -	136 13 2	186 8 2
04 15 4	2½	151 15 0	- - -	- - -	5,156 10 4	- - -	34 0 0	- - -	80 10 9	241 15 0	356 5 9
45 0 0	1	- - -	- - -	- - -	1,445 0 0	59 3 4	49 11 5	- - -	- - -	171 19 11	280 14 8
- - -	-	- - -	- - -	- - -	- - -	23 6 1	- - -	- - -	- - -	168 4 5	191 10 6
00 0 0	4	- - -	- - -	- - -	600 0 0	- - -	- - -	- - -	- - -	66 12 8	66 12 8
- - -	-	33 9 5	- - -	- - -	33 9 5	400 2 11	- - -	4 0 0	- - -	131 1 2	535 4 1
00 0 0	*m* None	- - -	- - -	- - -	3,700 0 0	- - -	- - -	15 0 0	- - -	567 16 6	582 16 6
10 0 0	4	5 0 0	- - -	265 6 5	7,380 6 5	71 6 8	- - -	- - -	- - -	- - -	71 6 8
18 16 7	3½	- - -	- - -	- - -	5,918 16 7	- - -	- - -	- - -	- - -	63 1 4	63 1 4
31 5 0	3½	- - -	24 13 2	113 11 3	3,369 9 5	—	—	—	—	—	—
50 0 0	1	- - -	- - -	110 8 9	2,460 8 9	55 10 0	- - -	- - -	52 0 0	- - -	107 10 0
99 10 0	2	- - -	- - -	8 7 3	607 17 3	14 3 4	- - -	- - -	- - -	- - -	14 3 4
00 0 0	4	- - -	- - -	- - -	1,400 0 0	7 10 0	- - -	2 10 0	- - -	390 18 5	400 18 5
00 0 0	4	- - -	- - -	- - -	2,000 0 0	- - -	- - -	- - -	- - -	503 18 10	503 18 10
00 0 0	3½	- - -	14 0 0	4 8 2	418 8 2	64 10 0	55 9 10	- - -	- - -	- - -	119 19 10
10 0 0	4	39 10 11	12 8 0	- - -	361 18 11	140 0 0	- - -	- - -	- - -	45 7 11	185 7 11
68 7 4	3	31 18 4	440 12 6	- - -	13,740 18 2	750 0 0	- - -	- - -	- - -	290 9 2	1,040 9 2
80 4 10	None	- - -	- - -	- - -	2,380 4 10	- - -	78 8 2	- - -	- - -	82 19 7	161 7 9
70 0 0	2	- - -	- - -	- - -	2,870 0 0	- - -	- - -	- - -	- - -	33 11 9	33 11 9
75 0 0	None	- - -	- - -	- - -	575 0 0	- - -	- - -	- - -	- - -	55 17 3	55 17 3
50 0 0	1½	- - -	- - -	- - -	1,550 0 0	26 13 4	- - -	- - -	- - -	26 9 8	53 3 0
07 12 7	- -	315 14 7	1,065 18 8	685 6 1	92,374 11 11	2,022 15 8	382 9 5	21 10 0	132 10 9	4,957 6 0	7,516 11 10

For debts of 150*l.*
debts of 400*l.*

e For debts of 200*l.*
m Interest abolished by Act of Parliament.

f Including 1,250*l.* at 2½ per cent.
n For debts of 1,150*l.*

g For debts of 94*l.* 4*s.* 5*d.*
o For debts of 600*l.*

1. NAMES OF COUNTIES AND TRUSTS.	2. Balance in Treasurers' Hands on 1st Jan. 1874.	3. Balance due to the Treasurers on 1st Jan. 1874.	INCOME. 4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amo of Mo borrow the Sec of the
COUNTY OF DEVON.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£
1. Ashburton	517 18 6	- - -	1,031 13 4	- - -	- - -	- - -	- - -	-
2. Axminster	210 2 3	- - -	835 0 0	- - -	- - -	- - -	16 17 6	-
3. Barnstaple	- - -	198 1 6	3,595 0 0	72 0 0	- - -	0 4 0	5 15 0	-
4. Bideford	243 5 9	- - -	2,431 0 0	- - -	- - -	1 6 0	17 10 6	-
5. Braunton, and Braunton and Ilfracombe	313 11 5	- - -	708 15 3	- - -	- - -	- - -	14 16 11	-
6. Combmartin	523 16 7	- - -	630 17 0	- - -	- - -	- - -	- - -	-
7. Combmartin and Ilfracombe	213 14 9	- - -	324 1 7	- - -	- - -	- - -	- - -	-
8. Countess Weir Bridge *e*	738 13 1	- - -	50 0 0	- - -	- - -	- - -	*f* 234 19 10	-
9. Exeter	56 0 5	- - -	6,084 0 0	18 0 0	- - -	- - -	148 11 4	-
10. Great Torrington	158 9 7	- - -	1,070 0 0	466 11 5	- - -	0 10 0	*i* 54 0 0	-
11. Honiton	156 1 0	- - -	642 16 5	- - -	- - -	0 2 6	10 0 0	-
12. Honiton and Ilminster	33 5 7	- - -	165 12 8	- - -	- - -	- - -	- - -	-
13. Honiton and Sidmouth	37 5 10	- - -	201 16 8	68 0 6	- - -	- - -	- - -	-
14. Kingsbridge and Dartmouth	555 2 10	- - -	1,805 0 0	896 19 5	- - -	- - -	1 7 0	-
15. Modbury	503 6 11	- - -	971 0 0	- - -	- - -	0 5 0	13 12 2	-
16. Moretonhampstead	108 12 8	- - -	170 0 0	- - -	- - -	- - -	- - -	-
17. Plymouth and Exeter Road	96 0 6	- - -	133 0 0	- - -	- - -	- - -	- - -	-
18. Plymouth and Tavistock	79 10 9	- - -	1,009 10 0	- - -	- - -	- - -	1 0 0	-
19. Sidmouth and Cullompton	181 2 3	- - -	143 15 0	- - -	- - -	- - -	- - -	-
20. South Molton	657 18 11	- - -	1,267 14 0	- - -	- - -	- - -	7 11 0	-
21. Teignmouth and Dawlish	641 7 3	- - -	955 0 0	- - -	- - -	- - -	- - -	-
22. Tiverton	1,430 16 0	- - -	2,206 0 0	- - -	- - -	- - -	0 19 10	-
23. Torquay *e*	513 0 3	- - -	4,623 10 0	- - -	- - -	- - -	*f* 775 9 0	-
24. Totnes and Bridgetown Pomeroy, and Totnes Bridge	311 16 6	- - -	2,595 2 0	- - -	- - -	- - -	10 2 6	-
£	8,280 19 7	198 1 6	33,650 3 11	1,521 11 4	- - -	2 7 6	1,312 12 7	-
COUNTY OF DORSET.								
1. Backwater Bridge and Road	321 9 6	- - -	130 0 0	- - -	- - -	- - -	- - -	-
2. Blandford and Poole	118 13 7	- - -	355 12 0	- - -	- - -	- - -	- - -	-
3. Blandford and Wimborne	95 12 3	- - -	153 0 0	- - -	- - -	- - -	- - -	-
4. Bridport, First District	576 17 0	- - -	1,138 15 0	101 6 3	- - -	- - -	50 17 11	-
5. Bridport, Second District	615 19 0	- - -	965 0 0	64 19 11	- - -	- - -	- - -	-
6. Bridport and Broadwinsor	408 16 10	- - -	385 0 0	- - -	- - -	- - -	- - -	-
7. Cerne Abbas *e*	179 18 3	- - -	315 1 0	- - -	- - -	- - -	*l* 111 2 0	-
8. Dorchester and Wool	- - -	2 0 2	387 13 4	- - -	- - -	- - -	- - -	-
9. Harnham, Blandford, and Dorchester	724 2 11	- - -	1,286 4 5	- - -	- - -	- - -	- - -	-
10. Lyme Regis	398 14 0	- - -	955 0 0	- - -	- - -	- - -	- - -	-
11. Ditto, Crewkerne Branch	182 18 6	- - -	50 0 0	- - -	- - -	- - -	- - -	-
12. Poole	530 8 8	- - -	1,541 10 0	- - -	- - -	- - -	0 10 0	-
13. Sherborne	137 1 7	- - -	1,226 0 0	- - -	- - -	- - -	16 11 0	-
14. Vale of Blackmoor	266 7 3	- - -	1,220 0 0	- - -	- - -	- - -	- - -	-
15. Wareham (Three Branches)	438 11 7	- - -	1,110 0 0	- - -	- - -	- - -	1 10 0	-
16. Weymouth, Melcombe Regis, and Dorchester	- - -	33 10 1	1,110 0 3	- - -	- - -	- - -	12 0 0	-
17. Wimborne and Piddletown	475 11 10	- - -	543 12 9	- - -	- - -	- - -	11 0 0	-
£	5,471 2 9	35 10 3	12,872 8 9	166 6 2	- - -	- - -	203 10 11	-

a Contract work. *b* For 1⅔ years. *c* Paid to parishes. *d* Including materials, &c.
h Including contract work. *i* From railway company. *j* Sum returned to parishes.

10. Total Income.	EXPENDITURE. 11. Manual Labour.	12. Team Labour and Carriage of Materials.	13. Materials for Surface Repairs.	14. Land purchased.	15. Damage done in obtaining Materials.	16. Tradesmen's Bills.	17. Salaries of Treasurer.	18. Salaries of Clerk.	19. Salaries of Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1,031 13 4	*a* 235 16 8	- - -	- - -	- - -	- - -	- - -	*b* 1 13 4	40 0 0	70 0 0
851 17 6	185 16 5	141 3 6	29 12 0	- - -	- - -	152 18 6	- - -	31 10 0	50 0 0
3,672 19 0	*c* 600 0 0	- - -	- - -	- - -	- - -	- - -	- - -	40 0 0	25 0 0
2,449 16 6	*d* 789 8 5	- - -	- - -	- - -	- - -	- - -	- - -	15 0 0	100 0 0
723 12 2	- - -	- - -	- - -	- - -	- - -	13 13 0	- - -	16 0 0	- - -
630 17 0	- - -	- - -	- - -	- - -	3 0 0	- - -	- - -	20 0 0	- - -
324 1 7	*c* 45 0 0	- - -	- - -	- - -	- - -	9 18 6	- - -	10 0 0	- - -
284 19 10	*g* 181 14 3	- - -	- - -	- - -	- - -	98 19 2	- - -	- - -	- - -
6,250 11 4	*h* 3,645 0 0	- - -	- - -	- - -	30 12 6	69 3 0	- - -	150 0 0	270 0 0
1,591 1 5	132 16 7	244 4 3	324 15 1	- - -	30 4 11	13 1 4	5 5 0	30 0 0	65 0 0
652 18 11	*a* 400 0 0	- - -	- - -	- - -	- - -	6 10 0	15 0 0	35 0 0	20 0 0
165 12 8	*d* 108 7 6	- - -	- - -	- - -	- - -	5 5 6	- - -	30 0 0	15 0 0
269 17 2	*a* 88 0 0	- - -	- - -	- - -	- - -	21 8 1	8 0 0	18 0 0	15 0 0
2,703 6 5	*h* 1,351 6 3	- - -	168 7 1	- - -	3 15 0	67 15 5	10 0 0	31 10 0	80 0 0
984 17 2	*h* 297 18 2	- - -	32 16 7	- - -	0 10 0	1 5 10	10 0 0	20 0 0	20 0 0
170 0 0	1 8 6	- - -	- - -	- - -	- - -	2 19 8	5 0 0	10 0 0	4 0 0
133 0 0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
1,010 10 0	124 14 3	40 17 9	385 2 10	- - -	- - -	19 7 1	- - -	39 2 6	46 13 4
143 15 0	33 0 0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
1,275 5 0	*j* 180 0 0	- - -	- - -	- - -	- - -	- - -	10 0 0	10 0 0	- - -
955 0 0	- - -	- - -	- - -	- - -	- - -	20 18 4	- - -	30 0 0	- - -
2,206 19 10	*c* 431 3 3	- - -	- - -	- - -	- - -	- - -	15 0 0	40 0 0	57 10 0
5,398 19 0	*k* 1,815 6 9	- - -	- - -	- - -	15 7 6	130 2 1	- - -	60 0 0	100 0 0
2,605 4 6	*a* 601 5 0	- - -	- - -	- - -	20 5 0	- - -	- - -	40 0 0	50 0 0
36,486 15 4	11,248 2 0	426 5 6	940 13 7	- - -	103 14 11	633 5 6	79 18 4	716 2 6	988 3 4
130 0 0	*a* 286 9 9	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	5 10 0
355 12 0	86 14 11	5 6 6	15 0 10	- - -	- - -	12 16 7	- - -	20 0 0	30 0 0
153 0 0	43 19 8	21 9 6	13 13 6	- - -	- - -	0 7 0	- - -	10 0 0	15 0 0
1,290 19 2	54 6 3	182 6 5	152 9 0	- - -	- - -	25 3 1	- - -	70 0 0	50 0 0
1,029 19 11	- - -	- - -	- - -	- - -	- - -	- - -	- - -	20 0 0	30 0 0
385 0 0	- - -	- - -	- - -	- - -	- - -	5 8 0	- - -	30 0 0	20 0 0
426 3 0	*d* 68 16 10	- - -	- - -	- - -	- - -	21 3 8	- - -	20 16 8	15 5 0
387 13 4	47 6 1	41 5 0	43 0 9	- - -	- - -	22 4 2	- - -	15 10 0	30 0 0
1,286 4 5	214 5 4	100 5 9	74 18 9	- - -	2 6 4	7 14 4	- - -	40 0 0	100 0 0
955 0 0	270 15 2	64 1 0	12 2 0	- - -	- - -	20 12 3	- - -	30 0 0	70 0 0
50 0 0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	- - -
1,542 0 0	421 9 5	218 4 10	110 16 4	- - -	- - -	20 19 10	- - -	50 0 0	30 0 0
1,242 11 0	295 10 8	251 5 5	284 16 9	- - -	30 5 1	65 5 5	- - -	40 0 0	100 0 0
1,220 0 0	404 5 10	191 2 10	163 18 11	- - -	4 10 0	9 14 4	- - -	40 0 0	70 0 0
1,111 10 0	268 1 3	129 6 11	- - -	- - -	1 5 0	18 7 10	- - -	30 0 0	50 0 0
1,122 0 3	219 9 4	175 3 7	296 12 9	- - -	- - -	173 17 7	- - -	45 0 0	76 0 0
554 12 9	- - -	- - -	- - -	- - -	- - -	1 5 10	- - -	10 0 0	- - -
13,242 5 10	2,681 10 6	1,379 17 9	1,167 9 7	- - -	38 6 5	404 19 11	- - -	491 6 8	691 15 0

a Local Act expired 1st November 1874. *f* Including proceeds of sale of Trust property. *g* Including 165*l.* 0*s.* 11*d.* paid to the parishes.
h Including 375*l.* paid to the parishes on the Trust ceasing. *l* From sale of Trust property.

(Continued on page 20.)

EXPENDITURE—*continued.*

NAMES OF COUNTIES AND TRUSTS.	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. Total Expenditure.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
COUNTY OF DEVON.							
1. Ashburton	8 2 0	676 12 5	- - -	- - -	41 4 3	- - -	1,073 8
2. Axminster	- - -	37 13 8	- - -	100 0 0	36 7 3	- - -	765 1
3. Barnstaple	10 10 0	305 1 6	39 12 6	*a* 2,182 0 6	103 17 2	- - -	3,306 1
4. Bideford	14 16 10	131 4 4	- - -	*b* 1,481 13 0	33 4 3	- - -	2,565 6
5. Braunton, and Braunton and Ilfracombe	- - -	242 5 11	- - -	300 0 0	18 12 6	- - -	590 11
6. Combmartin	- - -	444 10 6	- - -	- - -	13 13 0	- - -	481 3
7. Combmartin and Ilfracombe	- - -	66 0 0	- - -	*d* 158 8 0	3 10 9	- - -	292 17
8. Countess Weir Bridge	- - -	- - -	- - -	725 0 0	17 19 6	- - -	1,023 12
9. Exeter	132 1 11	1,100 16 1	- - -	*e* 1,095 5 0	135 3 10	- - -	6,628 2
10. Great Torrington	2 15 8	155 2 0	- - -	*h* 589 5 0	40 8 9	- - -	1,632 18
11. Honiton	- - -	173 5 4	- - -	*i* 105 0 0	6 1 9	- - -	760 17
12. Honiton and Ilminster	- - -	- - -	- - -	- - -	1 11 2	- - -	160 4
13. Honiton and Sidmouth	6 2 3	27 10 0	- - -	- - -	10 10 0	- - -	194 10
14. Kingsbridge and Dartmouth	17 6 6	163 15 8	- - -	*j* 756 1 3	52 5 0	- - -	2,702 2
15. Modbury	0 13 6	- - -	- - -	499 1 10	15 6 10	- - -	897 12
16. Moretonhampstead	- - -	- - -	- - -	*l* 201 2 9	2 13 6	- - -	227 4
17. Plymouth and Exeter Road	- - -	49 6 3	- - -	90 0 0	2 0 0	- - -	141 6
18. Plymouth and Tavistock	- - -	101 5 10	30 3 6	*n* 150 0 0	44 18 6	- - -	982 5
19. Sidmouth and Cullompton	2 10 6	37 18 2	- - -	250 0 0	2 8 0	- - -	325 16
20. South Molton	- - -	781 3 3	- - -	- - -	*q* 125 15 10	- - -	1,106 19
21. Teignmouth and Dawlish	- - -	159 10 5	- - -	600 0 0	41 16 9	- - -	852 5
22. Tiverton	186 4 10	523 10 1	- - -	*s* 1,425 16 6	56 16 5	- - -	2,736 1
23. Torquay	67 0 2	126 1 2	290 17 0	3,150 0 0	*u* 157 4 7	- - -	5,911 19
24. Totnes and Bridgetown Pomeroy, and Totnes Bridge	- - -	288 9 1	- - -	*v* 1,324 17 0	126 16 9	- - -	2,451 12
£	448 4 2	5,591 1 8	360 13 0	15,183 10 10	1,090 6 4	- - -	37,810 1
COUNTY OF DORSET.							
1. Backwater Bridge and Road	20 19 1	- - -	- - -	- - -	- - -	- - -	322 18
2. Blandford and Poole	16 3 2	96 1 6	- - -	*w* 40 0 0	11 0 6	- - -	333 4
3. Blandford and Wimborne	3 16 6	44 12 10	- - -	- - -	2 18 9	- - -	155 17
4. Bridport, First District	- - -	212 17 1	- - -	*y* 650 0 0	3 6 0	- - -	1,400 7
5. Bridport, Second District	9 3 7	136 4 2	- - -	*z* 697 0 0	26 6 2	- - -	918 13
6. Bridport and Broadwinsor	- - -	35 19 0	- - -	488 18 6	3 3 6	- - -	583 9
7. Cerne Abbas	37 4 4	92 3 4	- - -	339 8 7	11 2 10	- - -	606 1
8. Dorchester and Wool	- - -	13 12 0	- - -	150 0 0	1 6 2	- - -	364 4
9. Harnham, Blandford, and Dorchester	- - -	76 0 9	- - -	*h* 702 12 0	30 5 11	- - -	1,348 9
10. Lyme Regis	0 13 6	103 8 0	- - -	*d* 210 0 0	36 19 1	- - -	818 11
11. Ditto, Crewkerne Branch	- - -	8 2 10	- - -	*i* 160 0 0	7 19 0	- - -	186 1
12. Poole	- - -	178 3 10	- - -	*cc* 375 0 0	50 19 9	- - -	1,455 14
13. Sherborne	0 13 4	40 7 1	- - -	*i* 180 0 0	47 6 5	- - -	1,335 10
14. Vale of Blackmoor	7 16 5	124 5 2	- - -	*dd* 184 15 4	71 3 10	- - -	1,271 12
15. Wareham (Three Branches)	1 6 8	14 17 10	159 7 8	250 0 0	22 10 8	- - -	945 3
16. Weymouth, Melcombe Regis, and Dorchester	- - -	62 15 1	- - -	- - -	3 12 8	- - -	1,052 11
17. Wimborne and Piddletown	- - -	25 4 1	- - -	401 16 9	11 8 4	- - -	449 15
£	97 16 7	1,264 14 7	159 7 8	4,829 11 2	341 9 7	- - -	13,548 5

(Continued from page 19.)

a For debts of 2,200*l.* *b* For debts of 1,625*l.* *c* Including 9,777*l.* on which no interest is payable.
g A portion extinguished by Act of Parliament. *h* For debts of 800*l.* *i* For debts of 200*l.* *j* For debts of 975*l.*
n For debts of 201*l.* 4*s.* 1*d.* *o* Rate of interest reduced by Act of Parliament. *p* Including 650*l.* at 4½ per cent.
u Including 150*l.* 15*s.* 1*d.* compensation to officers. *v* For debts of 3,200*l.* *w* For debts of 50*l.* *x* Including 200*l.* at 5 per cent.
bb Including 1,100*l.* at 3½ per cent. *cc* For debts of 500*l.* *dd* For debts of 250*l.*

DEBTS.						ARREARS OF INCOME.					
27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
...nded or ...rtgage ...bts.	Rate of Interest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers on 31st Dec. 1874.	Total Debts.	Arrears of Tolls for current Year.	Arrears of Parish Composition for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands on 31st Dec. 1874.	Total Assets.
s. *d.*		£ *s.* *d.*	£ *s.* *d.*	£ *s.* *d.*	£ *s.* *d.*	£ *s.* *d.*	£ *s.* *d.*	£ *s.* *d.*	£ *s.* *d.*	£ *s.* *d.*	£ *s.* *d.*
0 0 0	4 to 5	- - -	598 13 8	- - -	14,538 13 8	- - -	- - -	- - -	- - -	476 3 2	476 3 2
0 0 0	4	- - -	- - -	- - -	1,200 0 0	- - -	- - -	- - -	- - -	296 18 5	296 18 5
0 0 0	3	- - -	145 10 0	- - -	8,095 10 0	- - -	- - -	3 0 0	- - -	168 15 10	171 15 10
0 0 0	3½	- - -	160 6 6	- - -	1,988 6 6	- - -	- - -	- - -	- - -	127 15 5	127 15 5
0 0 0	3	- - -	- - -	- - -	10,377 0 0	- - -	- - -	- - -	- - -	446 12 2	446 12 2
10 0	None	- - -	- - -	- - -	7,247 10 0	- - -	- - -	- - -	- - -	673 10 1	673 10 1
0 0 0	4	- - -	1,315 14 0	- - -	6,685 14 0	- - -	- - -	- - -	- - -	244 19 1	244 19 1
—	—	—	—	—	—	—	—	—	—	—	—
0 0 0	*f* 3	- - -	*g* 222 5 0	321 10 7	21,693 15 7	—	—	—	—	—	—
1 10 0	3	- - -	185 0 0	- - -	4,476 10 0	- - -	- - -	- - -	- - -	116 12 5	116 12 5
0 0 0	3½	- - -	- - -	- - -	4,850 0 0	- - -	- - -	- - -	- - -	48 2 10	48 2 10
7 2 6	None	- - -	- - -	- - -	11,367 2 6	- - -	- - -	- - -	- - -	38 14 1	38 14 1
0 0 0	2½	- - -	- - -	- - -	1,100 0 0	- - -	- - -	- - -	- - -	112 12 8	112 12 8
3 17 6	1½	- - -	60 15 0	- - -	8,789 12 6	- - -	71 11 1	- - -	- - -	556 7 1	627 18 2
8 18 2	None	- - -	- - -	- - -	25,768 18 2	- - -	- - -	- - -	- - -	590 11 4	590 11 4
7 0 0	1*d.*	- - -	- - -	- - -	1,537 0 0	- - -	- - -	- - -	- - -	51 8 3	51 8 3
0 0 0	*m*None	- - -	- - -	- - -	1,410 0 0	- - -	- - -	- - -	- - -	87 14 3	87 14 3
8 16 11	*o* 2	- - -	- - -	- - -	2,578 16 11	- - -	- - -	- - -	- - -	107 15 2	107 15 2
5 0 0	5	- - -	8,204 5 0	0 19 5	14,380 4 5	- - -	- - -	- - -	49 19 0	- - -	49 19 0
8 10 9	2	239 0 0	197 8 2	- - -	25,754 18 11	- - -	- - -	- - -	- - -	826 4 10	826 4 10
5 0 0	None	9 0 0	63 4 6	- - -	24,297 4 6	- - -	- - -	- - -	- - -	744 1 9	744 1 9
0 0 0	2½	- - -	- - -	- - -	21,550 0 0	- - -	- - -	- - -	- - -	901 14 9	901 14 9
—	—	—	—	—	—	—	—	—	—	—	—
0 0 0	1	- - -	49 8 2	- - -	25,149 8 2	6 18 0	- - -	153 0 2	- - -	465 8 2	625 6 4
3 5 10	- -	248 0 0	11,202 10 0	322 10 0	244,836 5 10	6 18 0	71 11 1	156 0 2	49 19 0	7,082 1 9	7,366 10 0
5 0 0	5	- - -	3,740 5 0	- - -	9,495 5 0	- - -	- - -	- - -	- - -	128 10 8	128 10 8
0 0 0	4½	- - -	23 10 0	- - -	973 10 0	- - -	- - -	- - -	14 0 0	141 1 7	155 1 7
0 0 0	2½	- - -	- - -	- - -	1,800 0 0	- - -	- - -	- - -	- - -	92 14 6	92 14 6
5 0 0	3	30 6 2	184 15 11	- - -	6,410 2 1	- - -	- - -	112 6 3	77 1 8	467 8 4	656 16 3
5 5 9	2	- - -	121 8 2	- - -	6,196 13 11	- - -	- - -	- - -	- - -	727 5 0	727 5 0
8 5 4	3	- - -	15 17 3	- - -	534 2 7	- - -	- - -	- - -	39 3 4	210 7 10	249 11 2
—	—	—	—	—	—	—	—	—	—	—	—
0 0 0	3	- - -	- - -	- - -	300 0 0	- - -	- - -	- - -	- - -	21 9 0	21 9 0
0 0 0	2	- - -	- - -	- - -	3,050 0 0	- - -	- - -	- - -	- - -	661 18 2	661 18 2
00 0 0	3¼	- - -	118 1 6	- - -	3,718 1 6	- - -	- - -	- - -	- - -	535 3 0	535 3 0
0 0 0	3	- - -	5 5 0	- - -	355 5 0	- - -	- - -	- - -	- - -	46 16 8	46 16 8
0 0 0	3	305 8 8	69 11 2	- - -	5,824 19 10	- - -	- - -	- - -	- - -	616 14 8	616 14 8
0 0 0	4	- - -	16 0 0	- - -	1,016 0 0	- - -	- - -	- - -	- - -	44 2 5	44 2 5
0 0 0	4	78 11 2	122 0 0	- - -	3,300 11 2	- - -	- - -	21 6 6	- - -	214 14 7	236 1 1
- -	- -	70 19 11	- - -	- - -	70 19 11	- - -	- - -	- - -	- - -	604 17 9	604 17 9
0 0 0	5	- - -	- - -	- - -	1,250 0 0	- - -	- - -	- - -	- - -	35 19 2	35 19 2
3 3 3	None	- - -	36 8 1	- - -	23,499 11 4	- - -	- - -	- - -	- - -	580 9 7	580 9 7
6 14 4	- -	485 5 11	4,453 2 1	- - -	67,795 2 4	- - -	- - -	133 12 9	130 5 0	5,129 12 11	5,393 10 8

d For debts of 300*l.* *e* For debts of 1,250*l.* *f* Reduced by Act of Parliament on the Trust ceasing.
Including 1,300*l.* at 3 and 678*l.* 17*s.* 6*d.* at 2½ per cent. *l* For debts of 303*l.* *m* Interest abolished by Act of Parliament.
cluding 88*l.* for new toll house. *r* Including 160*l.* at 4 per cent. *s* For debts of 2,450*l.* *t* Including 2,700*l.* at 1½ per cent.
y For debts of 900*l.* *z* For debts of 740*l.* *aa* The Local Act having expired, the remaining debt, 3,924*l.* 14*s.* 9*d.*, is omitted.

1. NAMES OF COUNTIES AND TRUSTS.	2. Balance in Treasurers' Hands on 1st Jan. 1874.	3. Balance due to the Treasurers on 1st Jan. 1874.	INCOME. 4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amou of Mo borrowe the Sec of the T
COUNTY OF DURHAM.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
1. Bishopwearmouth and Norton	346 19 10	- - -	1,176 13 4	- - -	- - -	- - -	- - -	- -
2. Catterick Bridge to Durham	- - -	250 17 5	1,275 0 0	- - -	- - -	- - -	131 5 0	- -
3. Darlington, or Angel Inn and Barton Lane End	560 3 1	- - -	575 19 0	- - -	- - -	- - -	- - -	- -
4. Derwent and Shotley Bridge	218 19 10	- - -	427 6 7	86 0 0	- - -	- - -	0 5 0	- -
5. Eggleston Roads	164 3 10	- - -	394 0 0	- - -	- - -	- - -	7 5 0	- -
6. Lobley Hill *a*	67 14 8	- - -	2,205 15 0	- - -	- - -	- - -	*b* 253 13 4	- -
£	1,358 1 3	250 17 5	6,054 13 11	86 0 0	- - -	- - -	392 8 4	- -
COUNTY OF ESSEX. Nil.								
COUNTY OF GLOUCESTER.								
1. Berkeley, Dursley, Wotton-under-Edge, Frocester, and Cainscross *c*	516 3 10	- - -	2,394 11 6	- - -	- - -	3 7 9	*b* 1,025 4 2	- -
2. Campden and Clifford	160 8 5	- - -	325 4 9	- - -	- - -	- - -	- - -	- -
3. Cheltenham	509 9 6	- - -	1,082 19 9	- - -	- - -	0 10 0	- - -	- -
4. Cheltenham and Gloucester	314 18 2	- - -	236 16 8	- - -	- - -	- - -	- - -	- -
5. Cirencester	28 19 7	- - -	2,769 11 8	- - -	- - -	0 2 6	- - -	- -
6. Cleeve and Evesham	8 5 10	- - -	246 9 6	- - -	- - -	- - -	- - -	- -
7. Coldharbour District	71 19 9	- - -	379 2 5	- - -	- - -	0 2 6	0 10 5	- -
8. Evesham and Cheltenham	151 15 10	- - -	616 4 2	- - -	- - -	- - -	1 11 0	- -
9. Forest of Dean	266 10 7	- - -	2,730 10 3	- - -	- - -	- - -	- - -	- -
10. Haw Bridge	164 1 6	- - -	173 8 4	- - -	- - -	- - -	- - -	- -
11. Huntley Roads	215 18 11	- - -	865 1 1	- - -	- - -	- - -	- - -	- -
2. Kingswood	164 3 0	- - -	233 0 0	- - -	- - -	- - -	- - -	- -
13. Lightpill and Birdlip	57 0 4	- - -	565 1 8	- - -	- - -	- - -	- - -	- -
14. Maisemore	45 17 2	- - -	620 8 9	- - -	- - -	- - -	- - -	- -
15. Minchinhampton, Tetbury, and Bisley	118 12 2	- - -	327 6 8	20 10 0	- - -	- - -	- - -	- -
16. Nailsworth, Woodchester, and Dudbridge	94 7 5	- - -	835 10 0	71 1 1	- - -	- - -	1 6 0	- -
17. Ditto, Nailsworth and Avening Branch	- - -	- - -	135 0 0	15 0 0	- - -	- - -	- - -	- -
18. Newent *a*	495 7 7	- - -	542 0 0	- - -	- - -	- - -	*j* 539 14 8	- -
19. Over	258 5 0	- - -	1,355 11 3	- - -	- - -	- - -	235 15 0	- -
20. Pucklechurch	159 17 1	- - -	216 18 2	- - -	- - -	- - -	10 2 0	- -
21. Southgate	152 8 5	- - -	790 0 0	20 0 0	- - -	- - -	0 18 0	- -
22. Stow and Moreton (united)	217 13 3	- - -	2,425 0 2	- - -	- - -	0 3 6	58 10 4	- -
23. Stroud and Bisley *a*	56 17 6	- - -	154 13 11	- - -	- - -	- - -	*j* 40 0 0	- -
24. Stroud, Cainscross, and Minchinhampton, Lower Division	191 2 7	- - -	200 0 0	- - -	- - -	- - -	- - -	- -
25. Ditto, Upper Division	85 12 11	- - -	74 13 9	- - -	- - -	- - -	- - -	- -
26. Stroud and Chalford	15 18 3	- - -	527 6 8	92 0 0	- - -	- - -	- - -	- -
27. Stroud and Gloucester	166 0 2	- - -	411 2 7	- - -	- - -	- - -	- - -	- -
28. Stroud, Painswick, and Gloucester	144 1 2	- - -	662 5 0	- - -	- - -	- - -	- - -	- -
29. Tewkesbury, Severn Bridge and Roads	1 17 7	- - -	308 6 0	- - -	- - -	- - -	2 17 6	- -
30. Winchcomb *l*	185 2 10	- - -	290 2 11	436 10 8	- - -	- - -	*j* 118 15 0	- -
£	5,018 16 4	- - -	22,494 7 7	655 1 9	- - -	4 6 3	2,035 4 1	- -

a Local Act expired 1st November 1874.
b Including proceeds of sale of Trust property.
d Including 564*l.* 15*s.* 6*d.* paid to the parishes on the Trust ceasing.
e Including materials, &c.
f Paid to parishes.
l Local Act expired 1st May 1874.
m Including 12*l.* 0*s.* 11*d.* paid to the parishes on the Trust ceasing.
n For ½ year.

10. Total Income.	EXPENDITURE. 11. Manual Labour.	12. Team Labour and Carriage of Materials.	13. Materials for Surface Repairs.	14. Land purchased.	15. Damage done in obtaining Materials.	16. Tradesmen's Bills.	17. Salaries of Treasurer.	18. Salaries of Clerk.	19. Salaries of Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
176 13 4	355 16 10	298 5 10	312 11 10	- - -	- - -	60 1 1	10 0 0	20 0 0	80 0 0
406 5 0	362 18 9	97 11 4	421 8 3	- - -	- - -	34 14 2	- - -	30 0 0	120 0 0
575 19 0	78 5 0	21 14 2	56 5 2	- - -	- - -	20 19 11	- - -	20 0 0	20 0 0
513 11 7	170 4 0	71 12 11	10 8 7	- - -	- - -	3 17 10	- - -	10 0 0	25 0 0
401 5 0	120 10 11	80 6 10	101 7 9	- - -	- - -	10 6 2	- - -	26 5 0	20 0 0
459 8 4	- - -	- - -	- - -	- - -	- - -	- - -	- - -	32 6 5	- - -
533 2 3	1,087 15 6	569 11 1	902 1 7	- - -	- - -	129 19 2	10 0 0	138 11 5	265 0 0
423 3 5	*d* 1,406 6 10	543 5 2	725 15 2	- - -	- - -	136 9 10	- - -	87 10 0	183 12 6
325 4 9	*e* 135 0 0	- - -	- - -	- - -	- - -	- - -	- - -	10 10 0	- - -
983 9 9	171 11 11	145 7 3	135 3 2	- - -	- - -	7 13 8	- - -	30 0 0	30 0 0
236 16 8	- - -	- - -	- - -	- - -	- - -	- - -	- - -	21 0 0	- - -
769 14 2	*f* 1,616 17 11	- - -	- - -	- - -	- - -	- - -	- - -	50 0 0	100 0 0
246 9 6	- - -	- - -	- - -	- - -	- - -	- - -	- - -	10 10 0	- - -
379 15 4	141 13 8	88 1 2	16 14 8	- - -	- - -	3 19 7	- - -	20 0 0	50 0 0
317 15 2	106 14 10	46 16 3	57 5 7	- - -	- - -	4 1 3	- - -	6 6 0	24 0 0
730 10 3	627 3 11	510 9 1	415 10 10	- - -	- - -	83 12 9	- - -	40 0 0	148 0 0
173 8 4	- - -	- - -	- - -	- - -	- - -	- - -	- - -	15 15 0	- - -
865 1 1	311 17 1	250 8 4	75 8 11	- - -	- - -	10 17 0	- - -	40 0 0	40 0 0
233 0 0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	- - -
665 1 8	*f* 150 0 0	- - -	- - -	- - -	- - -	3 16 5	- - -	20 0 0	- - -
320 8 9	225 2 6	90 19 4	240 0 6	- - -	- - -	10 9 7	- - -	*g* 40 0 0	*h* 43 15 0
847 16 8	144 14 7	13 15 10	18 18 11	- - -	1 12 0	- - -	- - -	- - -	27 2 0
907 17 1	*i* 342 9 3	102 1 2	125 4 8	- - -	- - -	- - -	- - -	20 0 0	25 0 0
50 0 0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
981 14 8	101 3 4	64 16 0	159 10 4	- - -	- - -	34 17 1	- - -	28 5 0	30 0 0
591 6 3	520 5 9	240 0 3	668 10 7	- - -	- - -	47 8 2	- - -	*g* 80 0 0	*h* 156 5 0
227 0 2	141 7 6	56 16 2	23 9 4	- - -	11 1 6	8 10 0	- - -	10 0 0	35 0 0
310 18 0	160 2 11	83 1 11	486 9 7	- - -	- - -	12 8 7	- - -	20 0 0	50 0 0
483 14 0	*k* 1,220 10 1	196 16 6	267 14 5	- - -	43 9 5	29 10 7	5 0 0	24 0 0	170 0 0
194 13 11	- - -	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	- - -
200 0 0	*f* 45 0 0	- - -	- - -	- - -	- - -	- - -	- - -	6 13 4	- - -
74 13 9	*f* 15 0 0	- - -	- - -	- - -	- - -	- - -	- - -	3 6 8	- - -
319 6 8	218 18 6	31 8 3	270 11 0	- - -	- - -	9 19 9	- - -	15 0 0	17 0 0
411 2 7	- - -	1 1 0	3 18 3	- - -	- - -	0 8 3	- - -	10 0 0	- - -
362 5 0	133 15 9	- - -	66 4 3	- - -	- - -	- - -	- - -	15 0 0	- - -
311 3 6	0 11 5	0 14 0	- - -	- - -	- - -	7 0 0	- - -	10 0 0	10 0 0
845 8 7	*m* 175 3 2	134 1 4	142 8 2	- - -	- - -	8 9 1	- - -	*n* 12 10 0	*n* 25 0 0
188 19 8	8,111 10 11	2,599 19 0	3,898 18 4	- - -	56 2 11	419 11 7	5 0 0	666 6 0	1,164 14 6

(Continued on page 24.)

c On the 1st of November 1874, the Berkeley and Dursley, the Wotton-under-Edge, and the Frocester Divisions were abolished, and 72 miles 4 furlongs 69 yards relinquished to the parishes.

g For 2 years. *h* For 1½ year. *i* Contract work. *j* From sale of Trust property. *k* Including contract work.

(Continued from page 23.)

| NAMES OF COUNTIES AND TRUSTS. | EXPENDITURE—*continued.* | | |

DEBTS.						ARREARS OF INCOME.					
27. Bonded or Mortgage Debts.	28. Rate of Interest per cent.	29. Floating Debts.	30. Unpaid Interest.	31. Balance due to Treasurers on 31st Dec. 1874.	32. Total Debts.	33. Arrears of Tolls for current Year.	34. Arrears of Parish Composition for current Year.	35. Arrears of other Receipts for current Year.	36. Arrears of former Years.	37. Balance in Treasurers' Hands on 31st Dec. 1874.	38. Total Assets.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1,800 0 0	5	96 5 0	- - -	- - -	1,896 5 0	- - -	- - -	- - -	- - -	48 3 6	48 3 6
5,870 0 0	3	- - -	7 8 9	134 18 1	7,012 6 10	—	—	—	—	—	—
9,075 4 0	3	- - -	- - -	- - -	9,075 4 0	- - -	- - -	- - -	- - -	516 15 4	516 15 4
7,521 0 0	2¾	- - -	- - -	- - -	7,521 0 0	- - -	- - -	- - -	- - -	232 6 4	232 6 4
525 0 0	5	- - -	- - -	- - -	525 0 0	- - -	- - -	- - -	- - -	146 5 11	146 5 11
b —	—	—	—	—	—	—	—	—	—	—	—
26,791 4 0	- -	96 5 0	7 8 9	134 18 1	26,029 15 10	- - -	- - -	- - -	- - -	943 11 1	943 11 1
- -	- -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	420 9 4	420 9 4
200 0 0	2½	- - -	- - -	- - -	200 0 0	- - -	- - -	- - -	- - -	17 7 0	17 7 0
- -	- -	100 0 0	- - -	- - -	100 0 0	- - -	- - -	- - -	- - -	125 15 2	125 15 2
7,530 18 6	None	- - -	- - -	- - -	7,530 18 6	- - -	- - -	- - -	- - -	298 6 6	298 6 6
4,364 0 0	4	- - -	- - -	- - -	4,364 0 0	- - -	- - -	- - -	- - -	85 8 3	85 8 3
2,472 11 2	1	37 1 11	23 0 0	- - -	2,532 13 1	- - -	- - -	- - -	- - -	14 7 8	14 7 8
532 12 6	3	- - -	3 16 1	- - -	536 8 7	- - -	- - -	- - -	- - -	43 10 3	43 10 3
800 0 0	*i* 1	- - -	- - -	- - -	800 0 0	14 10 0	- - -	- - -	- - -	26 16 3	41 6 3
19,045 0 0	4	- - -	6,209 12 2	- - -	25,254 12 2	- - -	- - -	- - -	- - -	366 0 3	366 0 3
24,032 10 0	3	- - -	54 7 11	- - -	24,086 17 11	- - -	- - -	- - -	- - -	226 4 2	226 4 2
1,521 7 3	3	- - -	- - -	- - -	1,521 7 3	- - -	- - -	- - -	- - -	100 3 1	100 3 1
732 0 0	2	- - -	- - -	- - -	732 0 0	- - -	- - -	- - -	- - -	152 16 3	152 16 3
- -	- -	15 0 0	- - -	- - -	15 0 0	26 6 8	- - -	- - -	- - -	16 0 3	42 6 11
- -	- -	- - -	- - -	- - -	- - -	52 10 0	- - -	- - -	- - -	9 8 0	61 18 0
1,513 10 0	2	- - -	- - -	- - -	1,513 10 0	- - -	13 0 0	- - -	- - -	60 4 2	73 4 2
2,615 15 0	None	- - -	- - -	- - -	2,615 15 0	- - -	- - -	- - -	- - -	137 19 3	137 19 3
355 13 3	None	- - -	- - -	- - -	355 13 3	—	—	—	—	—	—
q —	—	—	—	—	—	—	—	—	—	—	—
- -	- -	- - -	- - -	20 15 3	20 15 3	—	—	—	—	—	—
- -	- -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	91 2 9	91 2 9
650 0 0	4½	27 18 6	- - -	- - -	677 18 6	- - -	- - -	- - -	- - -	4 18 1	4 18 1
- -	- -	- - -	- - -	- - -	- - -	11 13 4	- - -	- - -	- - -	547 0 1	558 13 5
r —	—	—	—	—	—	—	—	—	—	—	—
500 7 9	1	50 0 0	5 0 0	- -	555 7 9	- - -	- - -	- - -	- - -	191 16 2	191 16 2
311 0 0	None	17 0 0	- - -	- -	328 0 0	- - -	- - -	- - -	- - -	60 9 6	60 9 6
190 6 0	1	50 0 0	37 5 11	91 2 9	368 14 8	43 6 8	147 0 0	- - -	- - -	- - -	190 6 8
374 0 0	1½	10 0 0	72 3 7	- -	756 3 7	34 6 11	- -	- -	- -	187 2 10	221 9 9
374 10 3	3	50 0 0	10 16 6	- -	935 6 9	- - -	- - -	- - -	- - -	90 4 5	90 4 5
000 0 0	2	- - -	- - -	- - -	16,000 0 0	- - -	- - -	- - -	- - -	0 6 3	0 6 3
—	—	—	—	—	—	—	—	—	—	—	—
916 1 8	- -	357 0 5	6,416 2 2	111 18 0	91,801 2 3	182 13 7	160 0 0	- -	- -	3,273 15 11	3,616 9 6

c For debts of 879*l*. *d* For debts of 800*l*. *e* For debts of 700*l*. *f* For debts of 230*l*.
h Including 10,645*l*. not bearing interest. *l* Including 20,982*l*. 10*s*. not bearing interest. *m* For debts of 200*l*.
r The Local Act having expired, the remaining debt, 286*l*. 4*s*. 8*d*., is omitted. *s* For debts of 200*l*.

1. NAMES OF COUNTIES AND TRUSTS.	2. Balance in Treasurers' Hands on 1st Jan. 1874.	3. Balance due to the Treasurers on 1st Jan. 1874.	INCOME. 4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Tolls.
COUNTY OF HANTS.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
1. Aldermaston and Basingstoke	2 17 2	- - -	113 8 0	5 3 2	- - -	- -	1 10 0	- -
2. Andover and East Ilsley	138 9 1	- - -	516 15 0	- - -	- - -	- -	9 4 10	- -
3. Andover and Winchester, Andover District	36 14 5	- - -	112 17 6	- - -	- - -	- -	2 0 0	- -
4. Bishop's Waltham and Fisher's Pond	98 18 6	- - -	145 5 0	78 18 9	- - -	- -	- - -	- -
5. Botley	128 16 2	- - -	154 0 0	114 1 0	- - -	- -	- - -	- -
6. Cranborne Chase and New Forest	201 2 2	- - -	290 0 0	- - -	- - -	- -	- - -	- -
7. Gosport, Bishop's Waltham, Wickham, and Chawton	14 11 8	- - -	1,249 3 4	- - -	- - -	0 2 0	4 0 0	- -
8. Isle of Wight Highways *b*	2,798 5 5	- - -	2,460 0 0	*c* 3,103 2 10	- - -	0 2 9	342 15 8	- -
9. London and Southampton *e*	88 18 0	- - -	36 16 5	- - -	- - -	- -	*f* 94 5 0	- -
10. Popham Lane to Winchester	349 10 2	- - -	427 10 0	- - -	- - -	- -	- - -	- -
11. Romsey and Ringwood	47 1 2	- - -	189 6 6	- - -	- - -	- -	- - -	- -
12. Romsey, Stockbridge, and Wallop	171 15 7	- - -	344 0 8	- - -	- - -	- -	- - -	- -
13. Romsey and Winchester	26 11 6	- - -	350 6 9	- - -	- - -	- -	6 17 0	- -
14. Southampton, North District, and Winchester and Waltham (united)	110 0 5	- - -	592 16 8	- - -	- - -	- -	- - -	- -
15. Southampton, South District	93 15 10	- - -	389 9 11	- - -	- - -	- -	- - -	- -
16. Stockbridge and Basingstoke	179 7 11	- - -	228 0 0	- - -	- - -	- -	10 0 0	- -
17. Titchfield and Cosham	166 16 9	- - -	781 1 9	- - -	- - -	- -	1 4 0	- -
18. Whitchurch and Aldermaston	159 14 2	- - -	102 3 0	- - -	- - -	- -	- - -	- -
19. Whiteparish, Romsey, and Southampton	- - -	46 6 6	435 0 0	- - -	- - -	- -	8 16 3	- -
20. Winchester Road	317 2 9	- - -	419 6 8	- - -	- - -	- -	- - -	- -
21. Winchester to Newtown River, or Whitchurch District	2 2 10	- - -	340 15 0	- - -	- - -	- -	4 0 0	- -
£	5,132 11 8	46 6 6	9,678 2 2	3,301 5 9	- - -	0 4 9	484 12 9	- -
COUNTY OF HEREFORD.								
1. Bromyard	43 17 9	- - -	1,210 0 0	- - -	- - -	- -	22 10 0	- -
2. Kington	529 14 11	- - -	1,375 0 0	- - -	- - -	- -	77 4 0	- -
3. Leominster and Ledbury	- - -	- - -	213 6 0	- - -	- - -	- -	17 0 0	- -
4. Presteigne	79 15 3	- - -	675 0 0	424 18 4	- - -	- -	18 3 8	- -
5. Whitchurch and Llangarron	11 13 7	- - -	140 0 7	- - -	- - -	- -	4 0 0	- -
6. Whitney and Bredwardine	158 1 11	- - -	854 10 0	- - -	- - -	- -	20 0 0	- -
7. Wyeside	145 1 5	- - -	202 3 4	136 2 2	- - -	- -	11 10 0	- -
£	968 4 10	- - -	4,169 19 11	561 0 6	- - -	- -	170 7 8	- -
COUNTY OF HERTFORD.								
1. Baldock and Bournbridge *e*	412 18 0	- - -	417 1 2	- - -	- - -	- -	*f* 50 17 6	- -
2. Dunstable	184 5 2	- - -	207 2 5	- - -	- - -	- -	8 0 0	- -
3. Reading and Hatfield	623 12 5	- - -	1,526 5 0	- - -	- - -	0 2 0	31 18 6	- -
4. Watton	114 15 1	- - -	375 0 0	- - -	- - -	- -	- - -	- -
5. Welwyn	52 1 8	- - -	690 0 0	146 5 9	- - -	- -	- - -	- -
£	1,387 12 4	- - -	3,215 8 7	146 5 9	- - -	0 2 0	90 16 0	- -
COUNTY OF HUNTINGDON.								
1. Bury and Stratton	42 3 10	- - -	927 3 4	- - -	- - -	- -	7 2 0	- -
2. Godmanchester to Cambridge	21 4 6	- - -	590 17 8	- - -	- - -	- -	*i* 128 9 6	- -
3. Godmanchester and Hartford	698 5 4	- - -	967 0 0	- - -	- - -	- -	*i* 1,222 5 6	- -
4. Kimbolton	169 0 11	- - -	528 10 0	235 10 0	- - -	- -	- - -	- -
5. Somersham	251 9 11	- - -	770 10 0	- - -	- - -	- -	- - -	- -
£	1,182 4 6	- - -	3,784 1 0	235 10 0	- - -	- -	1,357 17 0	- -

a Contract work. *b* For the year ending October 1874. *c* Highway rates. *d* Including contract work.
h Including team labour. *i* Including proceeds of sale of Trust property. *j* Including 165*l.* 0*s.* 2*d.* paid to the parishes on the Trust ceas

10. TOTAL INCOME.	EXPENDITURE. 11. Manual Labour.	12. Team Labour and Carriage of Materials.	13. Materials for Surface Repairs.	14. Land purchased.	15. Damage done in obtaining Materials.	16. Tradesmen's Bills.	17. Salaries of Treasurer.	18. Salaries of Clerk.	19. Salaries of Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
0 1 2	- - -	- - -	- - -	- - -	- - -	- - -	5 0 0	10 0 0	- - -
5 19 10	*a* 148 10 0	- - -	- - -	- - -	- - -	13 15 7	- - -	45 0 0	25 0 0
4 17 6	21 12 4	5 18 10	12 9 5	- - -	- - -	1 16 3	- - -	10 10 0	15 0 0
4 3 9	23 10 2	11 8 3	39 19 10	- - -	- - -	4 0 6	- - -	20 0 0	- - -
3 1 0	15 2 3	47 18 1	34 16 0	- - -	- - -	27 8 0	- - -	15 0 0	10 0 0
0 0 0	*a* 142 0 0	- - -	- - -	- - -	- - -	- - -	- - -	20 0 0	- - -
3 5 4	126 13 6	48 4 0	37 8 8	- - -	27 0 0	25 17 3	- - -	35 0 0	80 0 0
6 1 3	*d* 3,668 16 3	- - -	- - -	- - -	- - -	87 19 9	- - -	120 0 0	300 0 0
1 1 5	- - -	- - -	- - -	- - -	- - -	8 10 0	- - -	40 0 0	- - -
7 10 0	74 5 4	15 9 0	14 17 0	- - -	- - -	12 1 0	- - -	30 0 0	30 0 0
9 6 6	59 17 7	14 4 0	3 7 6	- - -	- - -	1 12 1	- - -	10 0 0	12 0 0
4 0 8	*a* 165 0 0	- - -	- - -	- - -	- - -	- - -	- - -	26 5 0	16 0 0
7 3 9	69 14 0	43 7 2	32 18 5	- - -	- - -	21 11 2	- - -	30 0 0	30 0 0
2 16 8	141 15 0	69 13 1	103 15 11	20 6 2	5 0 0	9 13 8	- - -	18 0 0	35 0 0
9 9 11	147 19 3	58 0 9	- - -	- - -	6 2 0	39 1 6	- - -	25 0 0	44 18 0
8 0 0	*g* 48 11 7	- - -	- - -	- - -	- - -	0 8 4	- - -	10 0 0	20 0 0
2 5 9	*d* 100 14 5	51 2 11	30 16 6	- - -	- - -	2 10 4	- - -	20 0 0	30 0 0
2 3 0	- - -	- - -	- - -	- - -	- - -	- - -	2 2 0	7 0 0	- - -
3 16 3	*d* 173 9 8	19 5 6	10 10 0	- - -	- - -	44 11 0	- - -	25 0 0	25 0 0
9 6 8	29 7 10	124 11 5	- - -	- - -	- - -	3 14 0	- - -	25 0 0	25 0 0
4 15 0	101 6 0	8 7 1	16 14 9	- - -	- - -	11 4 6	- - -	30 0 0	35 0 0
4 5 5	5,258 5 2	517 10 1	337 14 0	20 6 2	38 2 0	315 14 11	7 2 0	571 15 0	732 18 0
2 10 0	289 4 9	167 2 9	118 7 6	- - -	22 10 9	16 16 11	- - -	21 4 4	83 14 2
2 4 0	159 12 7	350 2 11	393 2 2	- - -	9 15 0	8 19 7	- - -	35 0 0	100 0 0
0 6 0	22 6 4	- - -	- - -	- - -	- - -	- - -	- - -	11 18 0	20 0 0
8 2 0	476 18 1	191 14 9	192 3 2	- - -	- - -	12 2 11	10 0 0	25 13 6	60 0 0
4 0 7	52 18 11	24 5 5	- - -	- - -	- - -	- - -	- - -	11 10 0	20 10 6
4 10 0	145 19 2	- - -	*h* 83 2 7	- - -	4 8 6	10 5 11	- - -	10 0 0	20 0 0
9 15 6	53 6 3	- - -	*h* 152 17 4	- - -	4 19 0	1 9 6	- - -	10 0 0	15 0 0
1 8 1	1,200 6 1	733 5 10	939 12 9	- - -	41 13 3	49 14 10	10 0 0	125 5 10	319 4 8
7 18 8	99 0 4	13 3 10	13 9 6	- - -	- - -	4 9 1	- - -	- - -	43 0 0
5 2 5	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	6 0 0	- - -
8 5 6	570 16 10	308 6 10	173 16 1	- - -	27 3 11	111 10 8	25 0 0	70 0 0	223 16 0
5 0 0	184 11 4	33 4 0	45 18 8	- - -	6 0 0	18 7 8	- - -	20 0 0	52 0 0
6 5 9	142 4 10	73 2 2	53 5 10	- - -	- - -	27 11 0	- - -	25 0 0	35 0 0
2 12 4	996 13 4	427 16 10	286 10 1	- - -	33 3 11	161 18 5	35 0 0	121 0 0	353 16 0
4 5 4	191 11 10	182 18 3	177 14 1	19 4 0	- - -	39 14 2	5 0 0	25 0 0	40 0 0
9 7 2	*j* 312 13 8	46 16 6	131 0 4	- - -	- - -	26 15 6	10 0 0	25 0 0	55 0 0
9 5 6	*k* 1,994 0 10	38 8 6	56 7 5	- - -	72 6 6	77 13 4	20 0 0	25 0 0	70 0 0
4 0 0	128 7 2	70 3 11	251 2 2	- - -	- - -	5 10 0	10 0 0	7 10 0	30 0 0
0 10 0	166 1 0	133 4 6	182 19 3	- - -	- - -	24 5 8	6 6 0	35 0 0	60 0 0
7 8 0	2,792 14 6	471 11 8	799 3 3	19 4 0	72 6 6	173 18 8	51 6 0	117 10 0	255 0 0

(Continued on page 28.)

e Local Act expired 1st November 1874. *f* From sale of Trust property. *g* Including payment to parishes.
h Including 1,868*l.* 6*s.* 2*d.* paid to the parishes on the Trust ceasing.

EXPENDITURE—*continued.*

NAMES OF COUNTIES AND TRUSTS.	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. Total Expend
COUNTY OF HANTS.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£
1. Aldermaston and Basingstoke	0 10 0	47 12 0	- - -	- - -	6 5 2	- - -	69
2. Andover and East Ilsley	- - -	43 10 0	- - -	*a* 272 3 7	15 11 6	- - -	563
3. Andover and Winchester, Andover District	- - -	21 8 0	- - -	- - -	13 18 0	- - -	102
4. Bishop's Waltham and Fisher's Pond	2 19 0	22 12 4	- - -	- - -	5 14 2	- - -	130
5. Botley	2 2 0	7 8 11	- - -	*c* 99 18 0	18 18 4	- - -	278
6. Cranborne Chase and New Forest	9 5 2	1 2 0	- - -	*d* 188 0 0	19 6 6	- - -	379
7. Gosport, Bishop's Waltham, Wickham, and Chawton	4 9 5	191 0 7	- - -	*e* 685 0 0	56 11 4	- - -	1,317
8. Isle of Wight Highways	10 19 3	- - -	1,569 15 1	- - -	155 8 1	- - -	5,912
9. London and Southampton	33 15 11	- - -	- - -	124 15 8	12 17 10	- - -	219
10. Popham Lane to Winchester	- - -	13 3 11	- - -	325 0 0	4 19 0	- - -	519
11. Romsey and Ringwood	4 10 9	22 12 3	- - -	*g* 35 0 0	15 4 3	- - -	178
12. Romsey, Stockbridge, and Wallop	1 3 4	26 6 7	- - -	*h* 129 0 0	23 7 1	- - -	387
13. Romsey and Winchester	- - -	35 17 0	- - -	100 0 0	11 8 6	- - -	374
14. Southampton, North District, and Winchester and Waltham (united)	20 17 11	- - -	- - -	*g* 48 15 0	*i* 94 0 0	- - -	56
15. Southampton, South District	23 0 4	- - -	- - -	- - -	14 19 5	- - -	359
16. Stockbridge and Basingstoke	0 10 0	16 15 9	- - -	*j* 139 13 0	11 13 9	- - -	247
17. Titchfield and Cosham	8 4 10	133 6 7	- - -	*k* 510 9 6	32 5 11	- - -	919
18. Whitchurch and Aldermaston	- - -	33 17 9	- - -	- - -	1 5 6	- - -	44
19. Whiteparish, Romsey, and Southampton	8 1 3	33 12 9	- - -	- - -	19 6 10	- - -	358
20. Winchester Road	28 15 5	21 0 0	- - -	*d* 199 0 0	29 14 0	- - -	486
21. Winchester to Newtown River, or Whitchurch District	5 10 8	56 6 8	- - -	- - -	31 10 1	- - -	295
£	164 15 3	727 13 1	1,569 15 1	2,856 14 9	594 5 3	- - -	13,712
COUNTY OF HEREFORD.							
1. Bromyard	13 1 4	175 19 1	- - -	- - -	25 8 1	- - -	933
2. Kington	3 15 3	77 9 9	- - -	*n* 250 0 0	62 2 5	- - -	1,449
3. Leominster and Ledbury	- - -	- - -	- - -	169 3 8	6 18 0	- - -	230
4. Presteigne	7 19 6	29 16 0	- - -	- - -	14 5 0	- - -	1,020
5. Whitchurch and Llangarron	- - -	20 14 2	- - -	- - -	1 0 0	- - -	130
6. Whitney and Bredwardine	- - -	45 0 7	- - -	- - -	10 3 6	- - -	329
7. Wyeside	- - -	116 11 4	- - -	- - -	17 5 9	- - -	371
£	24 16 1	465 10 11	- - -	419 3 8	137 2 9	- - -	4,465
COUNTY OF HERTFORD.							
1. Baldock and Bournbridge	22 9 11	- - -	- - -	*p* 662 13 10	22 10 2	- - -	880
2. Dunstable	2 5 0	- - -	- - -	184 6 8	4 7 0	- - -	206
3. Reading and Hatfield	18 10 0	64 8 8	5 0 0	100 0 0	17 9 2	- - -	1,715
4. Watton	23 13 2	15 16 0	- - -	- - -	6 8 3	- - -	405
5. Welwyn	23 16 6	19 7 5	- - -	263 9 3	11 17 10	- - -	674
£	90 14 7	99 12 1	5 0 0	1,210 9 9	62 12 5	- - -	3,884
COUNTY OF HUNTINGDON.							
1. Bury and Stratton	21 1 0	182 3 10	- - -	- - -	29 13 10	- - -	914
2. Godmanchester to Cambridge	3 3 0	- - -	18 8 11	- - -	*r* 111 13 9	- - -	740
3. Godmanchester and Hartford	89 14 4	- - -	- - -	- - -	*s* 443 19 11	- - -	2,887
4. Kimbolton	9 8 7	69 9 0	- - -	*d* 120 0 0	12 12 0	- - -	714
5. Somersham	9 3 0	- - -	- - -	- - -	9 6 3	- - -	626
£	132 9 11	251 12 10	18 8 11	120 0 0	607 5 9	- - -	5,882

(Continued from page 27.)

a For debts of 300*l.* *b* Including 650*l.* at 2 per cent. *c* For debts of 100*l.* *d* For debts of 200*l.*
g For debts of 50*l.* *h* For debts of 150*l.* *i* Including 68*l.* 7*s.* 6*d.* for lighting. *j* For debts of 350*l.*
n For debts of 280*l.* 10*s.* *o* Reduced by Act of Parliament. *p* Available for distribution among the creditors.
s Including 75*l.* 10*s.* 11*d.* paid to South Division, and 345*l.* compensation to officers.

DEBTS.						ARREARS OF INCOME.					
27. Bonded or Mortgage Debts.	28. Rate of Interest per cent.	29. Floating Debts.	30. Unpaid Interest.	31. Balance due to Treasurers on 31st Dec. 1874.	32. Total Debts.	33. Arrears of Tolls for current Year.	34. Arrears of Parish Composition for current Year.	35. Arrears of other Receipts for current Year.	36. Arrears of former Years.	37. Balance in Treasurers' Hands on 31st Dec. 1874.	38. Total Assets.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
200 0 0	2	50 0 0	- - -	- - -	1,250 0 0	- - -	- - -	- - -	- - -	53 11 2	53 11 2
350 0 0	3	- - -	- - -	- - -	1,350 0 0	2 13 4	0 12 0	- - -	47 18 3	100 18 3	152 1 10
480 0 0	4½	- - -	- - -	- - -	480 0 0	- - -	- - -	- - -	- - -	48 19 1	48 19 1
000 0 0	1	- - -	27 6 0	- - -	2,027 6 0	- - -	- - -	- - -	- - -	192 18 0	192 18 0
750 0 0	1½	- - -	5 12 6	- - -	755 12 6	- - -	- - -	- - -	- - -	118 5 7	118 5 7
150 0 0	1s.	- - -	10 2 9	- - -	2,160 2 9	- - -	- - -	- - -	- - -	111 8 6	111 8 6
900 0 0	3½	- - -	85 13 0	49 7 9	5,035 0 9	52 15 0	- - -	- - -	- - -	- - -	52 15 0
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	2,791 8 3	2,791 8 3
f —	—	—	f —	—	—	—	—	—	—	—	—
- -	- -	10 0 0	- - -	- -	10 0 0	- - -	- - -	- - -	15 6 8	257 4 11	272 11 7
750 0 0	3	22 0 0	- - -	- -	772 0 0	32 3 4	- - -	- - -	- - -	57 19 3	57 19 3
550 0 0	3¾	4 0 0	20 12 6	- -	574 12 6	- - -	- - -	- - -	- - -	128 14 3	160 17 7
200 0 0	4	- - -	- - -	- -	200 0 0	- - -	- - -	- - -	- - -	8 19 0	8 19 0
150 0 0	1d.	- - -	0 17 11	- -	150 17 11	- - -	- - -	- - -	0 3 4	136 0 4	136 3 8
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	124 4 6	124 4 6
500 0 0	2	- - -	- - -	- - -	500 0 0	- - -	- - -	- - -	- - -	169 15 6	169 15 6
700 0 0	2⅓	- - -	303 16 8	- - -	6,003 16 8	32 0 0	- - -	- - -	- - -	29 11 6	61 11 6
056 0 0	4	- - -	- - -	- - -	1,056 0 0	33 6 8	- - -	- - -	- - -	217 11 11	250 18 7
150 0 0	4	- - -	12 0 0	- - -	1,162 0 0	- - -	- - -	- - -	- - -	38 12 9	38 12 9
626 0 0	2	- - -	521 0 0	- - -	4,147 0 0	- - -	- - -	- - -	90 13 4	250 6 9	341 0 1
875 0 0	3	- - -	- - -	- - -	1,875 0 0	- - -	- - -	- - -	27 1 4	50 18 1	77 19 5
387 0 0	- -	86 0 0	987 1 4	49 7 9	29,509 9 1	152 18 4	0 12 0	- - -	181 2 11	4,887 7 7	5,222 0 10
500 0 0	m None	- - -	- - -	- - -	3,500 0 0	- - -	- - -	- - -	- - -	342 18 1	342 18 1
269 10 0	o 3	168 10 8	- - -	- - -	1,438 0 8	- - -	- - -	- - -	- - -	531 19 3	531 19 3
589 15 2	None	- - -	- - -	- - -	589 15 2	—	—	—	—	—	—
750 0 0	4	- - -	- - -	- - -	750 0 0	- - -	- - -	- - -	- - -	177 4 4	177 4 4
780 0 0	3½	27 0 0	40 5 0	- - -	847 5 0	- - -	- - -	- - -	- - -	24 15 2	24 15 2
302 18 5	3½	59 6 4	45 4 6	- - -	1,407 9 3	- - -	- - -	- - -	- - -	203 11 8	203 11 8
946 0 0	4	77 13 11	58 8 0	- - -	3,082 1 11	- - -	50 0 0	- - -	- - -	123 7 9	173 7 9
138 3 7	- -	332 10 11	143 17 6	- - -	11,614 12 0	- - -	50 0 0	- - -	- - -	1,403 16 3	1,453 16 3
q —	—	—	—	—	—	—	—	—	—	—	—
584 12 4	1d.	- - -	- - -	- - -	2,584 12 4	- - -	- - -	- - -	- - -	192 8 11	192 8 11
400 0 0	4½	- - -	- - -	- - -	1,400 0 0	- - -	- - -	- - -	- - -	465 19 9	465 19 9
400 0 0	4	- - -	- - -	- - -	400 0 0	- - -	- - -	- - -	- - -	83 16 0	83 16 0
650 0 0	2½	- - -	- - -	- - -	650 0 0	- - -	- - -	- - -	- - -	218 12 7	218 12 7
034 12 4	- -	- - -	- - -	- - -	5,034 12 4	- - -	- - -	- - -	- - -	955 17 3	955 17 3
410 0 0	m None	- - -	40 0 0	- - -	4,450 0 0	- - -	- - -	- - -	- - -	62 8 2	62 8 2
—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
314 19 5	3	- - -	- - -	- - -	2,314 19 5	- - -	- - -	- - -	- - -	218 18 1	218 18 1
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	395 14 3	395 14 3
724 19 5	- -	- - -	40 0 0	- -	6,764 19 5	- - -	- - -	- - -	- - -	677 0 6	677 0 6

ebts of 700*l.* *f* The Local Act having expired, the remaining debt of 5,035*l.* 4*s.* 4*d.*, and unpaid interest amounting to 365*l.* 7*s.* 6*d.*, are omitted.
k For debts of 600*l.* *l* Including 226*l.* not bearing interest. *m* Interest abolished by Act of Parliament.
q The Local Act having expired, the remaining debt, 537*l.* 6*s.* 2*d.*, is omitted. *r* Including 100*l.* compensation to officers.

1. NAMES OF COUNTIES AND TRUSTS.	2. Balance in Treasurers' Hands on 1st Jan. 1874.	3. Balance due to the Treasurers on 1st Jan. 1874.	INCOME. 4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount Money borrowed the Secu of the T
COUNTY OF KENT.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
1. Ashford and Ham Street	93 15 5	- - -	447 10 8	- - -	- - -	- - -	5 0 0	- -
2. Bethersden	42 5 1	- - -	666 7 8	101 8 11	- - -	- - -	7 18 0	- -
3. Biddenden to Boundgate	133 1 6	- - -	348 5 4	92 15 6	- - -	- - -	- - -	- -
4. Brandbridges	239 14 4	- - -	766 0 6	- - -	- - -	- - -	- - -	- -
5. Canterbury and Barham	200 18 7	- - -	420 0 0	- - -	- - -	- - -	5 0 0	- -
Canterbury and Ramsgate:—								
6. Second District	270 11 11	- - -	205 19 2	- - -	- - -	- - -	- - -	- -
7. Canterbury and Sandwich	205 11 4	- - -	793 15 0	- - -	- - -	- - -	9 15 0	- -
8. Dover and Sandgate	195 15 3	- - -	625 5 6	- - -	- - -	- - -	- - -	- -
9. Dover to Sandwich, through Deal *a*	174 2 8	- - -	816 12 0	- - -	- - -	- - -	*b* 332 0 0	- -
10. Dover to Sandwich, through Waldershare	152 19 1	- - -	451 6 5	- - -	- - -	- - -	- - -	- -
11. Folkestone and Barham	108 7 1	- - -	219 0 0	149 16 0	- - -	1 18 0	- - -	- -
12. Goudhurst	233 8 11	- - -	255 12 5	100 0 0	- - -	- - -	4 17 8	- -
13. Gravesend and Wrotham	40 9 10	- - -	478 13 4	80 3 6	- - -	- - -	15 2 0	- -
14. Herne Bay	42 1 2	- - -	292 0 0	- - -	- - -	- - -	41 19 11	- -
15. Kipping's Cross and Flimwell	134 5 6	- - -	491 13 6	- - -	- - -	- - -	- - -	- -
16. Maidstone and Biddenden	453 11 1	- - -	834 14 0	180 0 0	- - -	0 4 9	- - -	- -
17. Malling and Strood	231 13 9	- - -	482 12 11	- - -	- - -	- - -	- - -	- -
18. Sandwich, Margate, and Ramsgate	127 4 11	- - -	742 18 10	- - -	- - -	- - -	- - -	- -
19. Stockershead to Bagham's Cross	8 18 10	- - -	105 16 3	46 18 9	- - -	- - -	- - -	- -
20. Tenterden	100 3 1	- - -	860 1 4	272 12 7	- - -	- - -	9 14 6	- -
21. Tonbridge and Ightham	249 19 10	- - -	216 11 1	114 1 0	- - -	- - -	3 8 0	- -
22. Wadhurst and West Farleigh	327 3 8	- - -	465 6 7	4 10 0	- - -	- - -	- - -	- -
23. Woodchurch	44 3 2	- - -	176 0 0	- - -	- - -	- - -	55 0 9	- -
	£ 3,810 6 0	- - -	11,162 2 6	1,142 6 3	- - -	2 2 9	489 15 10	- -
COUNTY OF LANCASTER.								
1. Adlington and Westhoughton *g*	- - -	7 4 8	- - -	- - -	- - -	- - -	*h* 62 2 10	- -
2. Barton Bridge and Stretford	82 14 10	- - -	261 0 0	- - -	- - -	- - -	1 11 8	- -
3. Blackburn and Preston	872 13 4	- - -	1,125 0 0	266 3 6	- - -	- - -	16 18 3	- -
4. Blackburn to Walton Cop	438 6 4	- - -	1,072 9 4	76 17 6	- - -	- - -	17 19 10	- -
5. Bolton and Blackburn	590 17 1	- - -	1,707 0 10	- - -	- - -	2 0 3	18 5 2	- -
6. Bolton and Nightingales	1,360 6 10	- - -	2,150 0 0	- - -	- - -	0 8 9	23 2 3	- -
7. Bolton and St. Helen's	- - -	40 6 11	1,531 11 8	- - -	- - -	0 11 6	- - -	- -
8. Bolton and Westhoughton	134 15 2	- - -	543 13 4	10 0 0	- - -	0 17 11	2 11 0	- -
9. Burnley to Edenfield Chapel	156 13 0	- - -	2,650 0 0	- - -	- - -	- - -	16 17 5	- -
10. Bury to Blackburn, Whalley, &c.	- - -	248 17 10	5,901 10 2	- - -	- - -	2 2 0	305 8 8	- -
11. Bury and Bolton *a*	746 16 7	- - -	886 4 5	- - -	- - -	- - -	*o* 192 15 3	- -
12. Clitheroe to Blackburn and Mellor Brook	305 13 6	- - -	1,182 0 0	- - -	- - -	- - -	11 15 10	- -
13. Dryclough, Shaw, and Rochdale	593 18 2	- - -	1,454 0 0	- - -	- - -	- - -	18 2 9	- -
14. Edenfield Chapel to Little Bolton	348 4 8	- - -	320 10 0	- - -	- - -	- - -	*p* 350 2 8	- -
15. Elton and Blackburn	235 13 3	- - -	688 6 8	- - -	- - -	- - -	4 16 11	- -
16. Finnington and Chorley *a*	187 9 9	- - -	53 11 9	96 17 2	- - -	- - -	*b* 19 10 0	- -
17. Garstang and Heiring-syke	98 11 5	- - -	512 17 8	- - -	- - -	- - -	18 13 6	- -
18. Haslingden and Todmorden	1,881 19 6	- - -	4,725 0 0	- - -	- - -	- - -	142 2 10	- -
19. Ince, Hindley, and Westhoughton	258 3 11	- - -	669 3 4	- - -	- - -	- - -	- - -	- -
20. Manchester and Ashton-under-Lyne New Road	64 7 6	- - -	695 0 0	- - -	- - -	- - -	16 12 7	- -
21. Manchester and Bury New Road	534 1 8	- - -	2,720 0 0	- - -	- - -	- - -	78 1 1	- -
22. Manchester, Oldham, and Austerlands	1,071 9 7	- - -	2,656 11 5	- - -	- - -	- - -	50 2 8	- -
23. Manchester and Saltersbrook	- - -	218 16 5	3,940 0 0	- - -	- - -	- - -	153 17 0	- -
24. Moses Gate District	878 15 2	- - -	2,115 16 8	- - -	- - -	9 9 3	29 6 11	- -
25. Ditto, Ringley District	422 5 0	- - -	550 0 0	- - -	- - -	- - -	48 3 0	- -
26. Oldham and Ripponden	154 14 10	- - -	874 0 0	- - -	- - -	- - -	1 18 3	- -
27. Preston and Garstang	621 16 1	- - -	1,101 15 0	- - -	- - -	- - -	- - -	- -
28. Prestwich, Bury, and Radcliffe	2,019 9 3	- - -	1,450 19 6	- - -	- - -	- - -	248 18 6	- -
29. Radcliffe *s*	179 18 1	- - -	1,150 0 0	- - -	- - -	1 15 9	*b* 159 12 5	- -
30. Ridghill and Lanes, and Holehouse	- - -	259 19 5	545 13 1	508 10 4	- - -	- - -	6 10 0	- -
31. Rochdale and Burnley	2,676 15 4	- - -	2,664 18 8	- - -	- - -	- - -	162 10 5	- -
32. Rochdale and Edenfield	83 12 4	- - -	595 0 0	- - -	- - -	- - -	- - -	- -

a Local Act expired 1st November 1874. *b* Including proceeds of sale of Trust property.
g Local Act expired 31st March 1874. *h* From sale of Trust property. *i* Paid to parishes on the Trust ceasing.
o Proceeds of sale of Trust property. *p* Including 327*l.* 10*s.* from sale of toll-houses. *q* Including banker's commission.

10. Total Income.	EXPENDITURE. 11. Manual Labour.	12. Team Labour and Carriage of Materials.	13. Materials for Surface Repairs.	14. Land purchased.	15. Damage done in obtaining Materials.	16. Tradesmen's Bills.	17. Salaries of Treasurer.	18. Salaries of Clerk.	19. Salaries of Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
652 10 8	56 7 8	100 10 3	70 14 7	- - -	12 15 6	20 9 11	10 10 0	5 5 0	20 0 0
775 14 7	102 5 7	219 18 9	205 19 4	- - -	41 16 1	23 4 1	5 0 0	10 0 0	30 0 0
141 0 10	104 18 1	63 0 0	48 5 11	- - -	- - -	- - -	7 0 0	10 10 0	20 0 0
766 0 6	170 15 8	89 0 8	73 7 4	- - -	- - -	20 0 7	6 0 0	10 0 0	- - -
425 0 0	110 5 0	64 6 0	141 5 6	- - -	- - -	2 2 1	- - -	20 0 0	45 0 0
205 19 2	- - -	- - -	- - -	- - -	- - -	- - -	- - -	15 0 0	5 0 0
803 10 0	134 4 6	143 16 8	126 16 9	- - -	- - -	13 18 7	- - -	25 0 0	40 0 0
525 5 6	289 3 0	38 2 0	63 0 0	- - -	- - -	10 17 10	10 0 0	30 0 0	30 0 0
448 12 0	*c* 384 9 9	134 10 2	44 14 8	- - -	- - -	13 10 4	10 0 0	20 0 0	*d* 114 12 0
551 6 5	78 19 5	56 5 0	178 16 7	- - -	- - -	4 14 1	- - -	10 0 0	25 0 0
870 14 0	68 7 10	77 10 0	34 9 0	- - -	- - -	9 9 2	- - -	17 0 6	17 0 6
960 10 1	71 17 5	196 2 2	60 14 5	- - -	- - -	3 2 7	5 0 0	10 0 0	- - -
873 18 10	60 18 10	5 15 6	109 9 4	- - -	- - -	3 12 0	- - -	20 0 0	20 0 0
833 19 11	36 10 6	4 12 6	93 10 10	- - -	- - -	9 3 1	- - -	25 0 0	30 0 0
491 13 6	*e* 140 0 0	- - -	- - -	- - -	- - -	- - -	- - -	15 0 0	8 6 8
914 18 9	134 11 7	147 5 10	62 16 11	- - -	- - -	29 18 0	- - -	10 0 0	25 0 0
882 12 11	103 17 8	46 11 6	109 8 6	- - -	- - -	4 0 4	- - -	31 10 0	30 0 0
742 18 10	137 14 1	- - -	*f* 424 16 2	- - -	- - -	- - -	15 0 0	15 0 0	30 0 0
552 15 0	49 2 7	7 3 6	28 4 3	- - -	- - -	0 12 6	3 0 0	10 10 0	10 0 0
942 8 5	144 5 3	304 12 1	124 18 5	- - -	9 2 0	43 17 5	- - -	25 0 0	40 0 0
834 0 1	50 15 0	24 6 9	60 2 10	- - -	- - -	9 8 7	- - -	- - -	20 0 0
1469 16 7	*e* 124 0 8	- - -	- - -	- - -	- - -	- - -	10 0 0	10 10 0	9 12 6
1231 0 9	- - -	- - -	- - -	- - -	- - -	4 16 5	5 0 0	10 0 0	5 0 0
796 7 4	2,562 10 1	1,723 9 4	2,061 11 4	- - -	63 13 7	226 17 7	86 10 0	355 5 6	574 11 8
962 2 10	*i* 4 18 2	- - -	- - -	- - -	- - -	- - -	10 0 0	10 0 0	- - -
1262 11 8	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
1408 1 9	149 1 8	10 9 8	93 17 7	- - -	0 6 6	31 5 1	20 0 0	19 3 10	26 5 0
1467 6 8	*j* 271 18 6	95 5 11	91 0 10	- - -	- - -	4 1 6	10 0 0	30 0 0	30 0 0
1727 6 3	- - -	- - -	- - -	- - -	- - -	- - -	- - -	60 0 0	30 0 0
1173 11 0	*k* 500 0 0	- - -	- - -	- - -	- - -	- - -	- - -	30 0 0	- - -
1532 3 2	518 9 9	248 16 0	364 6 1	- - -	- - -	58 18 11	*l* 9 17 4	22 0 0	73 6 8
1557 2 3	128 13 4	13 16 11	19 9 1	- - -	- - -	27 15 4	- - -	20 0 0	35 0 0
1566 17 5	615 6 4	343 5 9	798 14 2	- - -	- - -	45 8 8	*m* 15 0 0	21 0 0	80 0 0
2209 0 10	2,058 0 8	722 17 7	1,765 3 10	- - -	- - -	159 9 5	*n* 4 6 6	100 0 0	200 0 0
1078 19 8	- - -	- - -	- - -	- - -	- - -	17 13 9	- - -	21 17 6	16 13 4
2193 15 10	178 12 6	111 9 1	50 0 5	- - -	- - -	4 18 1	- - -	30 0 0	40 0 0
2472 2 9	11 17 7	- - -	- - -	- - -	- - -	15 19 6	*n* 1 18 10	30 0 0	10 0 0
1570 12 8	- - -	- - -	2 0 10	65 7 6	- - -	- - -	- - -	45 0 0	40 0 0
1393 3 7	- - -	- - -	- - -	- - -	- - -	- - -	*q* 5 17 3	15 0 0	20 0 0
2169 18 11	*r* 134 19 8	- - -	- - -	- - -	- - -	2 8 10	- - -	- - -	5 4 0
1531 11 2	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	*d* 21 0 0	5 5 0
2367 2 10	1,242 18 9	412 14 0	1,063 12 4	- - -	12 0 0	38 7 8	*q* 30 19 3	20 9 6	120 0 0
1569 3 4	*e* 150 0 0	- - -	- - -	- - -	- - -	7 2 10	10 0 0	10 10 0	- - -
1711 12 7	219 0 7	36 13 6	145 12 9	- - -	- - -	11 6 5	*n* 1 2 3	20 0 0	10 0 0
1798 1 1	1,253 3 7	81 3 7	619 14 0	- - -	- - -	47 18 3	*n* 3 8 10	52 10 0	45 0 0
2706 14 1	892 5 3	206 9 6	1,498 15 10	- - -	- - -	45 16 3	*n* 3 19 0	80 0 0	200 0 0
2093 17 0	1,572 3 6	300 11 9	798 19 4	- - -	3 0 0	130 10 9	40 0 0	- - -	180 0 0
1454 12 10	604 0 11	274 6 3	329 3 11	- - -	- - -	99 19 10	*n* 2 0 9	21 0 0	35 0 0
1598 3 0	51 13 1	9 18 0	- - -	- - -	- - -	3 9 9	*n* 1 5 9	5 0 0	15 0 0
1375 18 3	- - -	- - -	- - -	- - -	- - -	7 1 5	- - -	25 0 0	20 0 0
1101 15 0	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	10 0 0	10 0 0
1399 18 0	462 4 10	89 2 0	292 3 9	- - -	- - -	82 13 7	*q* 12 5 6	26 5 0	100 0 0
1311 8 2	*i* 214 9 5	- - -	- - -	- - -	- - -	24 16 9	- - -	23 6 8	- - -
1960 13 5	315 13 1	138 11 6	269 0 11	- - -	11 19 8	38 12 4	- - -	- - -	30 0 0
1327 9 1	1,062 14 11	458 13 1	1,124 18 10	79 8 6	2 0 0	28 18 7	*q* 29 7 9	20 0 0	125 0 0
1595 0 0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	21 0 0	6 6 0

(Continued on page 32.)

luding 200*l.* 17*s.* 2*d.* paid to the parishes on the Trust ceasing. *d* For two years. *e* Paid to parishes. *f* Including team labour.
ding contract work. *k* Allowance to townships. *l* Banker's interest and commission. *m* To accountant. *n* Banker's commission.
r Including 6*l.* 8*s.* 4*d.* paid to the parishes on the Trust ceasing. *s* Local Act expired 31st December 1874.

(Continued from page 31.)

EXPENDITURE—*continued.*

NAMES OF COUNTIES AND TRUSTS.	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. Total Expenditure.
COUNTY OF KENT.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
1. Ashford and Ham Street	- - -	38 10 6	- - -	*a* 90 0 0	4 2 6	- - -	429 5
2. Bethersden	5 5 6	61 4 9	- - -	*a* 45 0 0	36 11 7	- - -	786 5
3. Biddenden to Boundgate	3 12 0	34 10 6	- - -	- - -	15 8 2	- - -	307 4
4. Brandbridges	6 17 4	163 18 4	- - -	*b* 240 0 0	39 0 6	- - -	819 0
5. Canterbury and Barham	11 19 4	79 3 2	- - -	100 0 0	7 15 0	- - -	581 16
Canterbury and Ramsgate :—							
6. Second District	14 18 8	33 15 8	- - -	- - -	18 16 6	- - -	87 10
7. Canterbury and Sandwich	18 1 8	15 3 9	- - -	150 0 0	15 3 6	- - -	682 5
8. Dover and Sandgate	0 10 0	14 15 10	- - -	*a* 99 0 0	35 9 2	- - -	620 17
9. Dover to Sandwich, through Deal	*c* 56 16 10	26 5 7	- - -	300 0 0	*d* 217 15 4	- - -	1,322 14
10. Dover to Sandwich, through Waldershare	21 14 0	32 10 11	- - -	100 0 0	31 3 1	- - -	539 3
11. Folkestone and Barham	32 2 4	32 2 2	- - -	*b* 100 0 0	5 9 0	- - -	393 10
12. Goudhurst	2 14 0	62 3 6	- - -	- - -	11 16 10	- - -	423 10
13. Gravesend and Wrotham	12 0 6	37 18 8	- - -	- - -	22 4 7	- - -	300 19
14. Herne Bay	10 19 2	34 1 4	- - -	*a* 95 10 0	18 16 6	- - -	358 3
15. Kipping's Cross and Flimwell	14 7 2	58 4 11	- - -	*f* 250 0 0	14 4 2	- - -	500 9
16. Maidstone and Biddenden	8 16 9	144 1 0	- - -	*h* 251 11 3	15 10 1	- - -	829 11
17. Malling and Strood	1 10 0	3 4 2	- - -	- - -	8 12 9	- - -	338 14
18. Sandwich, Margate, and Ramsgate	15 9 4	36 1 0	- - -	- - -	28 19 5	- - -	703 0
19. Stockershead to Bagham's Cross	3 12 0	- - -	- - -	- - -	3 2 10	- - -	115 7
20. Tenterden	6 1 4	180 18 1	- - -	*i* 120 0 0	25 10 9	- - -	1,024 5
21. Tonbridge and Ightham	30 15 2	- - -	- - -	- - -	5 6 6	- - -	200 14
22. Wadhurst and West Farleigh	3 13 6	15 16 10	- - -	250 0 0	10 10 6	- - -	434 4
23. Woodchurch	7 9 6	4 19 2	- - -	*b* 84 9 0	6 2 0	- - -	127 16
£	289 6 1	1,109 9 10	- - -	2,275 10 3	597 11 3	- - -	11,926 6
COUNTY OF LANCASTER.							
1. Adlington and Westhoughton	- - -	- - -	- - -	- - -	*k* 30 0 0	- - -	54 18
2. Barton Bridge and Stretford	- - -	40 11 8	- - -	270 0 0	1 10 10	- - -	312 2
3. Blackburn and Preston	- - -	242 9 2	- - -	*m* 885 0 0	3 12 9	- - -	1,481 11
4. Blackburn to Walton Cop	3 3 11	198 16 8	- - -	*i* 150 0 0	61 3 2	- - -	945 10
5. Bolton and Blackburn	- - -	155 16 11	- - -	*n* 1,230 0 0	10 0 6	- - -	1,485 16
6. Bolton and Nightingales	0 13 4	40 5 10	- - -	2,000 0 0	35 15 6	- - -	2,606 14
7. Bolton and St. Helen's	56 2 1	- - -	- - -	- - -	1 10 0	- - -	1,353 15
8. Bolton and Westhoughton	19 7 10	84 11 9	- - -	- - -	3 13 3	- - -	352 7
9. Burnley to Edenfield Chapel	32 18 2	31 13 10	- - -	- - -	17 2 8	- - -	2,000 9
10. Bury to Blackburn, Whalley, &c.	30 13 4	55 10 9	- - -	500 0 0	217 4 3	- - -	5,813 6
11. Bury and Bolton	36 7 6	79 3 5	- - -	*o* 1,654 0 9	- - -	- - -	1,825 10
12. Clitheroe to Blackburn and Mellor Brook	0 13 4	109 7 7	- - -	*q* 349 0 0	9 17 1	- - -	883 18
13. Dryclough, Shaw, and Rochdale	27 9 5	293 7 10	- - -	*r* 1,100 0 0	54 11 4	- - -	1,545 4
14. Edenfield Chapel to Little Bolton	201 2 4	5 11 11	- - -	257 15 2	45 3 3	- - -	662 1
15. Elton and Blackburn	73 11 8	- - -	- - -	400 0 0	13 10 8	- - -	527 19
16. Finnington and Chorley	37 13 2	7 7 4	- - -	117 17 8	51 18 0	- - -	357 8
17. Garstang and Heiring-syke	0 13 6	73 15 4	- - -	*s* 200 0 0	12 16 4	- - -	323 10
18. Haslingden and Todmorden	32 11 2	256 18 8	- - -	*t* 1,246 15 3	108 17 3	- - -	4,586 3
19. Ince, Hindley, and Westhoughton	35 13 5	51 7 0	- - -	500 0 0	5 7 9	- - -	770 1
20. Manchester and Ashton-under-Lyne New Road	30 13 8	19 14 0	- - -	*u* 150 9 8	73 5 8	- - -	717 18
21. Manchester and Bury New Road	0 13 4	- - -	- - -	- - -	28 9 5	- - -	2,132 1
22. Manchester, Oldham, and Austerlands	36 0 1	- - -	- - -	- - -	166 12 0	- - -	3,129 17
23. Manchester and Saltersbrook	123 12 5	- - -	- - -	- - -	120 19 6	- - -	3,269 17
24. Moses Gate District	29 19 2	- - -	312 0 0	- - -	24 18 5	- - -	1,732 9
25. Ditto, Ringley District	- - -	210 4 3	56 11 10	*b* 208 10 0	- - -	- - -	561 12
26. Oldham and Ripponden	35 0 0	181 0 11	- - -	*v* 471 5 0	28 6 6	- - -	767 13
27. Preston and Garstang	- - -	29 7 10	- - -	*w* 700 0 0	- - -	- - -	759 7
28. Prestwich, Bury, and Radcliffe	- - -	40 19 8	- - -	650 0 0	- - -	- - -	1,755 14
29. Radcliffe	68 10 4	30 0 8	- - -	*x* 1,097 6 2	32 16 3	- - -	1,491 6
30. Ridghill and Lanes, and Holehouse	27 12 10	24 0 0	- - -	200 0 0	23 9 4	- - -	1,076 19
31. Rochdale and Burnley	31 13 4	93 12 4	- - -	250 6 0	126 11 9	- - -	3,432 19
32. Rochdale and Edenfield	14 6 5	56 15 0	- - -	*y* 450 0 0	14 12 5	- - -	562 19

a For debts of 100*l.* *b* For debts of 250*l.* *c* For two years. *d* Including 50*l.* compensation to clerk.
g Interest abolished by Act of Parliament. *h* For debts of 574*l.* 10*s.* *i* For debts of 200*l.* *j* Reduced by Act of Parliament
n For debts of 1,250*l.* *o* For debts of 2,171*l.* 8*s.* 9*d.* *p* The Local Act having expired, the remaining debt, 1,286*l.* 10*s.* 4*d.*, is omitt
u For debts of 300*l.* 19*s.* 4*d.* *v* For debts of 594*l.* *w* For debts of 701*l.* 11*s.* 5*d.* *x* For debts of 1,097*l.* 9*s.* 7*d.* *y* For debts of 48

DEBTS.						ARREARS OF INCOME.					
27. Bonded or Mortgage Debts.	28. Rate of Interest per cent.	29. Floating Debts.	30. Unpaid Interest.	31. Balance due to Treasurers on 31st Dec. 1874.	32. Total Debts.	33. Arrears of Tolls for current Year.	34. Arrears of Parish Composition for current Year.	35. Arrears of other Receipts for current Year.	36. Arrears of former Years.	37. Balance in Treasurers' Hands on 31st Dec. 1874.	38. Total Assets.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
00 0 0	4	- - -	- - -	- - -	900 0 0	- - -	- - -	- - -	- - -	117 0 2	117 0 2
58 17 11	3	- - -	27 17 6	- - -	1,886 15 5	- - -	- - -	- - -	- - -	31 14 0	31 14 0
52 10 0	3	- - -	- - -	- - -	1,152 10 0	- - -	- - -	- - -	- - -	266 17 8	266 17 8
71 9 6	3½	- - -	155 4 1	- - -	4,526 13 7	- - -	- - -	- - -	- - -	186 14 5	186 14 5
00 0 0	4½	12 4 6	40 1 8	- - -	1,252 6 2	- - -	- - -	- - -	- - -	44 2 6	44 2 6
00 0 0	2	- - -	37 12 2	- - -	1,037 12 2	- - -	- - -	- - -	- - -	389 0 3	389 0 3
00 0 0	4	26 2 6	- - -	- - -	226 2 6	- - -	- - -	- - -	- - -	326 15 11	326 15 11
00 0 0	3	27 10 2	23 15 0	- - -	1,251 5 2	52 9 9	- - -	28 10 0	- - -	200 2 11	281 2 8
e —	—	—	—	—	—	—	—	—	—	—	—
50 0 0	3	- - -	19 10 0	- - -	669 10 0	- - -	- - -	- - -	- - -	65 2 5	65 2 5
11 17 6	1½	- - -	- - -	- - -	2,011 17 6	- - -	- - -	- - -	- - -	85 10 7	85 10 7
50 0 0	3	96 1 3	- - -	- - -	2,046 1 3	- - -	- - -	3 15 0	- - -	170 8 1	174 3 1
00 0 0	2	- - -	389 0 0	- - -	3,189 0 0	- - -	- - -	- - -	- - -	313 9 3	313 9 3
50 0 0	3	- - -	- - -	- - -	1,050 0 0	- - -	- - -	- - -	- - -	17 17 2	17 17 2
23 2 0	g None	23 6 10	- - -	- - -	2,346 8 10	- - -	- - -	- - -	- - -	125 16 1	125 16 1
75 0 0	2	- - -	- - -	- - -	7,375 0 0	- - -	- - -	- - -	- - -	638 18 5	638 18 5
50 0 0	2	- - -	90 0 0	- - -	1,340 0 0	- - -	- - -	- - -	- - -	375 11 9	375 11 9
00 0 0	4	- - -	48 0 0	- - -	1,048 0 0	- - -	- - -	- - -	- - -	167 3 9	167 3 9
25 0 0	1d.	- - -	- - -	- - -	425 0 0	- - -	- - -	- - -	- - -	46 6 2	46 6 2
25 0 0	j 2	2 0 0	- - -	- - -	4,227 0 0	- - -	- - -	- - -	- - -	218 6 2	218 6 2
12 10 0	None	- - -	- - -	- - -	2,612 10 0	- - -	- - -	2 16 0	- - -	383 5 1	386 1 1
50 0 0	2¾	23 4 0	- - -	- - -	473 4 0	- - -	- - -	- - -	- - -	362 16 3	362 16 3
89 14 11	None	- - -	- - -	- - -	1,489 14 11	- - -	- - -	- - -	- - -	147 7 10	147 7 10
95 1 10	- - -	210 9 3	831 0 5	- - -	42,536 11 6	52 9 9	- - -	35 1 0	- - -	4,680 6 10	4,767 17 7
k —					—	—	—	—	—	—	—
00 0 0	3	15 0 0	- - -	- - -	1,015 0 0	- - -	- - -	- - -	- - -	33 4 0	33 4 0
12 11 6	3	- - -	111 3 7	- - -	10,123 15 1	- - -	- - -	- - -	- - -	799 3 10	799 3 10
06 10 0	3	65 0 0	189 3 10	- - -	6,560 13 10	- - -	- - -	- - -	- - -	660 2 6	660 2 6
40 0 0	3½	8 8 0	49 5 4	- - -	4,397 13 4	143 6 8	- - -	- - -	- - -	832 6 5	975 13 1
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	927 3 2	927 3 2
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	138 0 5	138 0 5
70 0 0	g None	- - -	- - -	- - -	1,270 0 0	- - -	- - -	- - -	- - -	339 9 11	339 9 11
60 0 0	5	- - -	31 0 0	- - -	691 0 0	- - -	- - -	- - -	- - -	823 0 10	823 0 10
00 0 0	5	- - -	- - -	- - -	500 0 0	- - -	- - -	- - -	- - -	146 16 8	146 16 8
p —	—	—	—	—	—	—	—	—	—	—	—
50 0 0	1	- - -	30 7 3	- - -	9,780 7 3	- - -	- - -	- - -	- - -	615 11 3	615 11 3
42 6 1	2	83 0 11	68 9 7	- - -	13,393 16 7	- - -	- - -	- - -	- - -	520 16 5	520 16 5
43 19 7	3¼	- - -	1 8 7	- - -	45 8 2	- - -	- - -	- - -	260 14 7	356 16 4	617 10 11
98 10 10	½	- - -	102 13 5	- - -	15,501 4 3	- - -	- - -	- - -	- - -	400 17 3	400 17 3
—	—	—	—	—	—	—	—	—	—	—	—
43 15 5	1	1 18 6	15 18 8	- - -	7,361 12 7	71 6 8	- - -	- - -	- - -	306 12 5	377 19 1
46 9 0	3½	- - -	436 1 6	- - -	7,082 10 6	- - -	180 0 0	- - -	- - -	2,162 18 6	2,342 18 6
00 0 0	4	- - -	- - -	- - -	800 0 0	- - -	- - -	- - -	- - -	157 6 3	157 6 3
91 16 9	½	- - -	41 1 9	- - -	4,232 18 6	- - -	- - -	- - -	- - -	58 1 7	58 1 7
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	1,200 1 9	1,200 1 9
- - -	- - -	30 5 0	- - -	- - -	30 5 0	- - -	- - -	- - -	- - -	648 5 9	648 5 9
- - -	- - -	187 17 0	- - -	- - -	187 17 0	- - -	- - -	- - -	- - -	605 3 4	605 3 4
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	1,300 18 9	1,300 18 9
50 0 0	5	- - -	- - -	- - -	3,850 0 0	- - -	- - -	- - -	- - -	458 15 4	458 15 4
62 10 0	2½	59 1 2	148 6 9	- - -	6,969 17 11	- - -	- - -	- - -	- - -	262 19 3	262 19 3
23 19 4	2	- - -	- - -	- - -	923 19 4	84 15 0	- - -	- - -	- - -	964 3 3	1,048 18 3
00 0 0	4	- - -	- - -	- - -	1,000 0 0	- - -	- - -	- - -	- - -	1,963 12 11	1,963 12 11
—	—	—	—	—	—	—	—	—	—	—	—
24 9 5	4	- - -	266 3 6	276 5 8	1,266 18 7	- - -	570 17 5	- - -	- - -	- - -	570 17 5
00 0 0	5	- - -	360 0 0	- - -	3,160 0 0	- - -	- - -	- - -	- - -	2,071 5 4	2,071 5 4
10 0 0	3	- - -	- - -	- - -	1,810 0 0	- - -	- - -	- - -	- - -	115 12 6	115 12 6

e The Local Act having expired, the remaining debt of 49*l.* 13*s.* 4*d.* is omitted. *f* For debts of 560*l.* 8*s.*
as compensation to the clerk. *l* The Local Act having expired, the remaining debt, amounting to 50*l.*, is omitted. *m* For debts of 1,035*l.*
q For debts of 700*l.* *r* For debts of 1,487*l.* 7*s.* 3*d.* *s* For debts of 621*l.* 10*s.* 1*d.* *t* For debts of 1,251*l.*

1. NAMES OF COUNTIES AND TRUSTS.	2. Balance in Treasurers' Hands on 1st Jan. 1874.	3. Balance due to the Treasurers on 1st Jan. 1874.	INCOME. 4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amo of Mo borrow the Sec of the
COUNTY OF LANCASTER—*cont.*	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£
33. Rochdale and Manchester	347 9 9	- - -	2,590 0 0	- - -	- - -	- - -	97 3 2	-
34. Sharples and Hoghton *b*	3,950 17 0	- - -	98 1 4	- - -	- - -	0 15 3	*c* 91 10 10	-
35. Standedge and Oldham	136 6 3	- - -	697 9 7	- - -	- - -	- - -	35 13 10	-
36. Ditto, Dobeross Road	55 3 11	- - -	50 4 10	- - -	- - -	- - -	- - -	-
37. Ditto, Delph Road	43 15 4	- - -	49 8 0	- - -	- - -	- - -	- - -	-
38. Sudden Bridge to Bury	114 13 6	- - -	793 14 0	130 0 0	- - -	- - -	17 8 8	-
39. Ulverstone, Milnthorpe, and Lancaster	597 18 8	- - -	561 6 8	- - -	- - -	- - -	20 13 1	-
40. Warrington to Lower Irlam	332 1 10	- - -	151 0 0	- - -	- - -	- - -	4 14 10	-
41. Warrington and Wigan	773 15 7	- - -	690 10 0	- - -	- - -	0 1 3	14 2 11	-
42. Wigan and Preston, North of Yarrow	359 2 2	- - -	985 0 0	- - -	- - -	- - -	10 19 11	-
£	23,711 6 2	775 5 3	55,160 7 11	1,088 8 6	- - -	18 1 11	2,470 16 11	-
COUNTY OF LEICESTER.								
1. Ashby-de-la-Zouch *b*	694 5 1	- - -	995 14 6	- - -	- - -	- - -	*f* 250 12 6	-
2. Desford *b*	213 16 3	- - -	222 0 0	- - -	- - -	- - -	*f* 79 0 6	-
3. Hinckley and Lutterworth	152 18 8	- - -	363 15 0	- - -	- - -	3 0 10	- - -	-
4. Hinckley and Melbourne	844 2 8	- - -	654 14 8	- - -	- - -	- - -	9 15 0	-
5. Hinckley and Narborough *b*	245 4 11	- - -	952 18 1	- - -	- - -	- - -	*f* 332 12 6	-
6. Hinckley and Narborough (through Sapcote) *b*	- - -	- - -	110 0 0	- - -	- - -	- - -	*c* 45 2 6	-
7. Leicester and Peterborough, Leicester District	672 14 0	- - -	1,077 0 0	- - -	- - -	- - -	10 4 4	-
8. Leicester and Welford	315 2 4	- - -	689 15 0	480 10 0	- - -	- - -	5 0 0	-
9. Loughborough to Ashby-de-la-Zouch, &c., and Loughborough to Cavendish Bridge (united)	169 4 8	- - -	1,285 0 0	- - -	- - -	- - -	- - -	-
10. Market Harborough and Coventry *m*	791 5 8	- - -	1,224 6 6	- - -	- - -	- - -	*c* 566 15 3	-
11. Market Harborough and Loughborough	298 18 11	- - -	2,157 10 0	- - -	- - -	- - -	39 19 4	-
12. Melton Mowbray and Grantham	124 10 7	- - -	600 0 0	- - -	- - -	- - -	5 1 6	-
13. Moira and Gresley	159 3 5	- - -	942 15 6	- - -	- - -	- - -	- - -	-
14. Tamworth to Harrington Bridge	795 0 8	- - -	790 0 0	- - -	- - -	- - -	- - -	-
£	5,476 7 10	- - -	12,065 9 3	480 10 0	- - -	3 0 10	1,344 3 5	-
COUNTY OF LINCOLN.								
1. Dexthorpe	42 18 6	- - -	547 0 0	- - -	70 0 0	0 1 0	- - -	-
2. Donington *o*	222 6 5	- - -	1,544 0 0	- - -	- - -	0 11 3	*c* 2,137 13 1	-
3. Grantham and Nottingham, Eastern Division	168 8 10	- - -	474 15 0	- - -	- - -	0 10 0	- - -	-
Lincoln:								
4. Saxilby Road	- - -	8 4 5	210 0 0	- - -	- - -	- - -	2 1 0	-
Lincoln Heath & Market Deeping:—								
5. Billingborough District *r*	267 10 9	-	*r* 10 17 0	- - -	- - -	- - -	*f* 38 11 0	-
6. Bourn District	182 1 11	- - -	1,007 16 8	141 7 1	- - -	- - -	9 17 0	-
7. Sleaford District	29 5 6	- - -	934 0 0	466 8 0	- - -	- - -	- - -	-
Louth	146 15 6	- - -	898 9 0	- - -	170 0 0	- - -	14 4 0	-
9. Scartho	226 16 5	- - -	205 0 0	- - -	- - -	0 0 6	- - -	-
10. Sleaford and Tattershall	17 14 5	- - -	868 11 8	319 1 8	- - -	- - -	- - -	-
11. Spalding and Deeping	161 10 4	- - -	390 13 4	- - -	- - -	- - -	10 11 3	-
12. Spilsby	263 18 10	- - -	1,156 12 4	204 12 0	- - -	- - -	0 4 9	-
13. Ditto, Burton's Corner District	161 6 3	- - -	175 10 0	- - -	- - -	- - -	- - -	-
14. Swineshead and Fosdyke	25 18 10	- - -	101 5 6	- - -	- - -	- - -	3 15 0	-
£	1,916 12 6	8 4 5	8,524 10 6	1,131 8 9	240 0 0	1 2 9	2,216 17 1	-
COUNTY OF MIDDLESEX.								
Nil.								

a Banker's commission. *b* Local Act expired 1st November 1874. *c* Including proceeds of sale of Trust property.
g Including 1,205*l.* 6*s.* 4*d.* paid to the parishes on the Trust ceasing. *h* Including 47*l.* 5*s.* 6*d.* for extra services.
l Contract work. *m* Local Act expired 31st December 1874. *n* Including materials, &c.
q For 1¼ year. *r* The Trustees ceased to collect toll on 13th February 1874.

	EXPENDITURE.								
10. Total Income.	11. Manual Labour.	12. Team Labour and Carriage of Materials.	13. Materials for Surface Repairs.	14. Land purchased.	15. Damage done in obtaining Materials.	16. Tradesmen's Bills.	17. Salaries of Treasurer.	18. Salaries of Clerk.	19. Salaries of Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
2,687 3 2	1,017 13 9	469 16 0	583 11 5	- - -	- - -	151 5 10	*a* 3 13 3	70 0 0	145 0 0
190 7 5	*d* 3,409 12 3	- - -	- - -	- - -	- - -	- - -	3 3 0	37 10 0	10 0 0
733 3 5	252 5 2	91 17 5	202 5 0	- - -	- - -	23 2 0	8 0 0	20 0 0	60 0 0
50 4 10	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
49 8 0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
941 2 8	113 14 2	11 18 0	243 0 4	- - -	- - -	42 14 3	- - -	25 0 0	30 0 0
581 19 9	190 0 0	30 0 0	30 0 0	- - -	- - -	- - -	10 0 0	10 0 0	20 0 0
155 14 10	- - -	- - -	- - -	- - -	- - -	2 18 0	7 10 0	10 0 0	- - -
704 14 2	- - -	- - -	- - -	- - -	- - -	2 0 0	10 0 0	10 0 0	5 0 0
995 19 11	- - -	- - -	- - -	- - -	- - -	- - -	*e* 6 7 2	20 0 0	- - -
8,737 15 3	17,595 11 5	4,155 15 6	10,385 11 3	144 16 0	29 6 2	1,156 13 7	280 2 5	1,012 12 6	1,778 0 0
1,246 7 0	*g* 1,386 8 9	18 2 9	50 1 11	- - -	- - -	55 17 5	- - -	35 8 4	*h* 93 6 3
301 0 6	*d* 184 7 5	- - -	155 0 0	- - -	- - -	58 10 2	- - -	*i* 12 12 0	- - -
366 15 10	58 19 11	71 11 8	140 8 8	- - -	- - -	- - -	- - -	25 0 0	30 0 0
664 9 8	247 4 4	76 18 1	137 8 7	- - -	- - -	20 5 7	10 0 0	25 0 0	45 0 0
1,285 10 7	*j* 848 6 1	40 15 6	82 16 11	- - -	2 0 10	43 14 3	- - -	39 11 8	*k* 96 18 3
155 2 6	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	- - -	- - -
1,087 4 4	153 11 0	73 19 9	185 5 1	- - -	- - -	37 4 3	- - -	37 10 0	48 15 0
1,175 5 0	109 16 1	- - -	505 12 9	- - -	- - -	37 17 0	- - -	37 10 0	48 15 0
1,285 0 0	*l* 675 0 0	- - -	- - -	- - -	- - -	- - -	10 0 0	30 0 0	20 0 0
1,791 1 9	400 4 10	128 19 11	295 6 2	- - -	6 5 0	47 10 4	- - -	120 0 0	60 0 0
2,197 9 4	624 18 4	246 5 6	819 10 2	32 8 0	- - -	212 9 2	- - -	62 10 0	81 5 0
605 1 6	- - -	- - -	- - -	- - -	- - -	- - -	- - -	20 0 0	- - -
942 15 6	183 3 0	36 13 0	382 16 2	- - -	- - -	90 16 6	5 0 0	30 0 0	52 10 0
790 0 0	195 3 7	24 9 6	296 7 4	- - -	- - -	57 16 5	- - -	25 0 0	60 0 0
3,893 3 6	5,067 3 4	717 15 8	3,050 13 9	32 8 0	8 5 10	662 1 1	35 0 0	500 2 0	636 9 6
617 1 0	*m* 179 16 0	- - -	- - -	- - -	- - -	7 3 4	10 10 0	15 0 0	15 0 0
3,682 4 4	*p* 1,242 6 8	67 19 6	765 15 1	- - -	- - -	37 14 11	- - -	- - -	*q* 146 7 0
475 5 0	92 19 8	14 14 6	85 7 1	- - -	- - -	37 6 7	- - -	21 0 0	20 8 0
212 1 0	- - -	- - -	- - -	- - -	- - -	- - -	7 10 0	7 10 0	- - -
49 8 0	*s* 19 19 8	12 4 11	9 14 3	5 0 0	- - -	76 2 0	- - -	22 10 0	5 10 0
1,159 0 9	480 6 11	122 19 10	207 9 7	- - -	28 1 7	39 17 11	- - -	30 0 0	72 16 0
1,400 8 0	406 9 2	'96 11 8	574 1 10	- - -	19 16 2	6 8 1	- - -	30 0 0	92 10 0
1,082 13 0	*n* 803 13 3	- - -	- - -	- - -	- - -	16 1 10	10 10 0	16 0 0	20 0 0
205 0 6	- - -	- - -	- - -	- - -	- - -	- - -	5 0 0	5 0 0	10 0 0
1,187 13 4	181 7 2	66 3 8	288 16 4	- - -	- - -	8 9 4	- - -	25 0 0	43 0 0
401 4 7	83 13 7	10 4 5	109 17 6	- - -	- - -	4 17 4	- - -	20 0 0	- - -
1,361 9 1	*t* 557 8 4	50 11 6	261 8 0	- - -	- - -	13 17 3	- - -	15 0 0	50 0 0
175 10 0	278 5 0	10 3 0	- - -	- - -	- - -	7 6 7	- - -	5 0 0	15 0 0
105 0 6	3 0 8	- - -	- - -	- - -	- - -	1 8 4	- - -	10 4 6	9 10 0
2,113 19 1	4,329 6 1	451 13 0	2,302 9 8	5 0 0	47 17 9	256 13 6	33 10 0	222 4 6	500 1 0

(Continued on page 36.)

d Paid to parishes on the Trust ceasing. *e* Including banker's commission. *f* From sale of Trust property.
For two years. *j* Including 596*l.* 13*s.* 6*d.* paid to parishes on the Trust ceasing. *h* Including 45*l.* 9*s.* for extra services.
o The Local Act was repealed on 31st December 1874. *p* Including 908*l.* 10*s.* 3*d.* paid to the parishes on the Trust ceasing.
s Including 10*l.* 18*s.* 2*d.* paid to the parishes on the winding up of the Trust. *t* Including contract work.

EXPENDITURE—*continued.*

NAMES OF COUNTIES AND TRUSTS.	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. Total Expenditure.
COUNTY OF LANCASTER—*cont.*	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
33. Rochdale and Manchester	191 15 4	58 17 9	77 11 9	- - -	92 17 10	- - -	2,862 2
34. Sharples and Hoghton	41 8 6	109 10 8	- - -	*b* 500 0 0	*c* 30 0 0	- - -	4,141 4
35. Standedge and Oldham	30 0 0	- - -	- - -	- - -	47 6 6	- - -	734 16
36. Ditto, Dobcross Road	- - -	- - -	- - -	72 0 0	1 12 0	- - -	73 12
37. Ditto, Delph Road	- - -	- - -	- - -	50 0 0	- - -	- - -	50 0
38. Sudden Bridge to Bury	6 3 0	16 0 6	- - -	- - -	12 2 0	- - -	500 12
39. Ulverstone, Milnthorpe, and Lancaster	- - -	- - -	- - -	445 0 0	34 3 9	- - -	769 3
40. Warrington to Lower Irlam	12 17 7	43 7 1	- - -	*e* 195 10 0	0 15 9	- - -	272 18
41. Warrington and Wigan	18 14 7	- - -	- - -	*f* 601 17 0	1 14 6	- - -	649 6
42. Wigan and Preston, North of Yarrow	0 13 4	754 15 11	- - -	*g* 300 0 0	7 14 10	- - -	1,089 11
£	1,288 8 1	3,395 2 3	446 3 7	17,202 6 8	1,552 11 6	- - -	60,423 0
COUNTY OF LEICESTER.							
1. Ashby-de-la-Zouch	82 12 10	- - -	- - -	- - -	*h* 218 13 10	- - -	1,940 12
2. Desford	*i* 104 7 2	- - -	- - -	- - -	- - -	- - -	514 16
3. Hinckley and Lutterworth	5 5 0	21 6 8	- - -	- - -	27 2 2	- - -	379 14
4. Hinckley and Melbourne	- - -	53 19 8	- - -	*j* 596 10 0	30 10 10	- - -	1,242 17
5. Hinckley and Narborough	102 5 11	- - -	50 0 0	- - -	*k* 224 6 1	- - -	1,530 15
6. Hinckley and Narborough (through Sapcote)	5 5 0	- - -	- - -	128 7 7	11 9 11	- - -	155 2
7. Leicester and Peterborough, Leicester District	10 11 7	- - -	- - -	- - -	*m* 57 5 8	- - -	604 2
8. Leicester and Welford	49 13 6	37 10 11	- - -	300 0 0	- - -	- - -	1,126 15
9. Loughborough to Ashby-de-la-Zouch, &c., and Loughborough to Cavendish Bridge (united)	5 10 8	55 10 1	- - -	*n* 447 0 0	3 7 2	- - -	1,246 7
10. Market Harborough and Coventry	204 5 7	140 5 2	- - -	1,022 15 5	156 15 0	- - -	2,582 7
11. Market Harborough and Loughborough	26 18 10	- - -	713 7 11	- - -	37 18 4	- - -	2,857 11
12. Melton Mowbray and Grantham	0 15 0	- - -	- - -	250 0 0	3 19 0	- - -	274 14
13. Moira and Gresley	0 18 6	60 12 8	- - -	*p* 93 0 0	25 4 8	- - -	960 14
14. Tamworth to Harrington Bridge	- - -	19 0 9	- - -	250 0 0	9 19 7	- - -	937 17
£	598 9 7	388 5 11	763 7 11	3,087 13 0	806 12 3	- - -	16,354 7
COUNTY OF LINCOLN.							
1. Dexthorpe	- - -	25 0 3	- - -	273 3 0	4 12 10	70 0 0	600 5
2. Donington	230 11 4	84 11 3	- - -	1,300 0 0	29 5 0	- - -	3,904 10
3. Grantham and Nottingham, Eastern Division	8 11 6	18 11 4	- - -	- - -	5 5 6	- - -	304 4
Lincoln:—							
4. Saxilby Road	- - -	5 8 9	- - -	- - -	2 7 0	- - -	22 15
Lincoln Heath & Market Deeping:—							
5. Billingborough District	- - -	1 3 11	- - -	130 0 0	*r* 34 14 0	- - -	316 18
6. Bourn District	7 16 0	7 12 8	- - -	- - -	11 17 6	- - -	1,008 18
7. Sleaford District	14 6 2	4 12 10	- - -	150 0 0	14 1 7	- - -	1,408 17
8. Louth	1 18 6	58 19 2	9 4 10	- - -	1 7 3	170 0 0	1,107 14
9. Scartho	1 13 8	26 0 8	- - -	*s* 211 14 8	8 16 7	- - -	268 5
10. Sleaford and Tattershall	10 2 4	16 2 5	- - -	250 0 0	29 15 0	- - -	918 16
11. Spalding and Deeping	0 10 0	200 5 11	- - -	- - -	8 11 2	- - -	437 19
12. Spilsby	25 11 6	137 7 10	- - -	- - -	0 10 0	- - -	1,111 14
13. Ditto, Burton's Corner District	- - -	- - -	- - -	- - -	4 0 0	- - -	319 14
14. Swineshead and Fosdyke	- - -	92 7 6	- - -	- - -	8 8 0	- - -	124 19
£	301 1 0	678 4 6	9 4 10	2,314 17 8	163 11 5	240 0 0	11,855 14
COUNTY OF MIDDLESEX.							
Nil.							

a Reduced by Act of Parliament. *b* For debts of 500*l.* 6*s.* *c* Compensation to surveyor.
e For debts of 782*l.* *f* For debts of 1,530*l.* *g* For debts of 907*l.* 2*s.* 10*d.* *h* Including 165*l.* compensation to surveyor.
l The Local Act having expired, the remaining debt, 4,390*l.* 4*s.* 9*d.*, is omitted. *m* Including 43*l.* 6*s.* 8*d.* paid to the Uppingham District.
p For debts of 95*l.* *q* The Local Act having expired, the remaining debt of 25*l.* is omitted, being unclaimed.

(Continued from page 35.)

DEBTS.						ARREARS OF INCOME.					
27. Bonded or Mortgage Debts.	28. Rate of Interest per cent.	29. Floating Debts.	30. Unpaid Interest.	31. Balance due to Treasurers on 31st Dec. 1874.	32. Total Debts.	33. Arrears of Tolls for current Year.	34. Arrears of Parish Composition for current Year.	35. Arrears of other Receipts for current Year.	36. Arrears of former Years.	37. Balance in Treasurers' Hands on 31st Dec. 1874.	38. Total Assets.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
35 0 0	*a* 3	- - -	- - -	- - -	1,235 0 0	- - -	- - -	- - -	- - -	172 10 0	172 10 0
d —	—		*d*	—	—	—	—	—	—	—	—
- - -	- -	56 10 0	- - -	- - -	56 10 0	- - -	- - -	- - -	- - -	134 13 7	134 13 7
12 0 0	3	- - -	- - -	- - -	612 0 0	- - -	- - -	- - -	- - -	31 16 9	31 16 9
30 1 0	3	916 7 9	- - -	- - -	2,676 8 9	- - -	- - -	- - -	- - -	43 3 4	43 3 4
02 12 4	3	- -	14 19 7	- -	817 11 11	- - -	- - -	- - -	- - -	555 3 11	555 3 11
97 0 0	None	- -	- - -	- - -	6,597 0 0	- - -	- - -	- - -	- - -	410 14 8	410 14 8
89 0 0	1	- -	209 0 10	- - -	6,098 0 10	- - -	- - -	- - -	- - -	214 18 3	214 18 3
71 0 0	1*d.*	- -	297 10 8	- - -	5,168 10 8	- - -	- - -	- - -	- - -	829 3 8	829 3 8
07 17 2	3	- -	11 2 10	- - -	24,609 0 0	- - -	- - -	- - -	- - -	265 10 10	265 10 10
41 8 5	- -	1,423 8 4	2,383 17 8	276 5 8	149,825 0 1	299 8 4	750 17 5	.. -	260 14 7	21,527 0 11	22,838 1 3
—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
28 10 0	4	- -	96 2 9	- - -	624 12 9	10 10 0	- - -	- - -	- - -	140 0 5	150 10 5
20 0 0	3½	- -	40 19 0	- - -	260 19 0	72 10 2	- - -	- - -	- - -	265 15 3	338 5 5
—	—	—	—	—	—	—	—	—	—	—	—
l —	—	—	—	—	—	—	—	—	—	—	—
33 6 8	1	- -	- - -	- - -	4,333 6 8	- - -	- - -	- - -	- - -	1,155 16 0	1,155 16 0
52 19 0	3½	- -	- - -	- - -	652 19 0	- - -	- - -	- - -	- - -	363 12 1	363 12 1
56 13 4	3½	225 0 0	12 7 3	- - -	1,404 0 7	- - -	- - -	- - -	250 0 0	207 16 9	457 16 9
o —	—	—	—	—	—	—	—	—	—	—	—
- - -	- -	- -	- - -	361 3 0	361 3 0	—	—	—	—	—	—
00 0 0	None	- -	- - -	- - -	1,000 0 0	- - -	- - -	- - -	- - -	454 18 1	454 18 1
05 0 0	4½	- -	74 4 8	- - -	1,179 4 8	- - -	- - -	- - -	- - -	141 4 5	141 4 5
05 0 0	3¾	- -	39 9 3	- - -	334 9 3	- - -	- - -	- - -	- - -	647 3 6	647 3 6
91 9 0	- -	225 0 0	263 2 11	361 3 0	10,150 14 11	83 0 2	- -	- -	250 0 0	3,376 6 6	3,709 6 8
00 0 0	4½	- -	- - -	- - -	200 0 0	- - -	- - -	- - -	- - -	59 14 1	59 14 1
q —	—	—	—	—	—	—	—	—	—	—	—
14 0 0	3	- -	- - -	- - -	614 0 0	- - -	- - -	- - -	- - -	339 9 8	339 9 8
31 5 0	None	- -	- - -	- - -	1,031 5 0	- - -	- - -	- - -	- - -	181 0 10	181 0 10
—	—	—	—	—	—	—	—	—	—	—	—
25 0 0	3	- -	130 1 6	- - -	755 1 6	- - -	- - -	- - -	- - -	332 4 8	332 4 8
- - -	- -	- -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	20 16 0	20 16 0
99 10 4	3	- -	- - -	- - -	1,899 10 4	- - -	- - -	- - -	- - -	121 13 8	121 13 8
92 16 4	2	- -	- - -	- - -	1,292 16 4	- - -	- - -	- - -	- - -	163 11 4	163 11 4
75 0 0	3	- -	- - -	- - -	275 0 0	- - -	- - -	- - -	- - -	286 11 6	286 11 6
85 0 0	4½	- -	- - -	- - -	4,385 0 0	- - -	- - -	- - -	- - -	124 15 0	124 15 0
00 0 0	4	- -	175 3 2	- - -	4,175 3 2	- - -	- - -	- - -	- - -	513 13 6	513 13 6
- - -	- -	- -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	17 1 8	17 1 8
95 0 0	*t* None	- -	184 15 0	- - -	3,879 15 0	- - -	- - -	- - -	- - -	6 0 4	6 0 4
17 11 8	- -	- -	489 19 8	- - -	18,507 11 4	- - -	- - -	- - -	- - -	2,166 12 3	2,166 12 3

d The Local Act having expired, the remaining debt, amounting to 2,175*l.*, and unpaid interest, 504*l.* 18*s.* 4*d.*, are omitted.
i For two years. *j* For debts of 605*l.* *k* Including 185*l.* compensation to surveyor.
n For debts of 483*l.* 6*s.* 8*d.* *o* The Local Act having expired, the remaining debt, amounting to 2,556*l.* 10*s.* 11*d.*, is omitted.
r Including 30*l.* compensation to the clerk. *s* For debts of 216*l.* 1*s.* 1*d.* *t* Interest abolished by Act of Parliament.

1. NAMES OF COUNTIES AND TRUSTS.	2. Balance in Treasurers' Hands on 1st Jan. 1874.	3. Balance due to the Treasurers on 1st Jan. 1874.	INCOME. 4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Trust
COUNTY OF MONMOUTH.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
1. Abercarne	346 9 11	- - -	480 0 0	428 2 0	- - -	- - -	- - -	- -
2. Abergavenny	478 16 0	- - -	2,875 0 0	- - -	- - -	- - -	5 1 0	- -
3. Bigswear	196 4 8	- - -	547 8 4	- - -	- - -	- - -	- - -	- -
4. Monmouth	763 19 4	- - -	2,045 0 2	698 11 0	- - -	- - -	- - -	- -
5. Newport	296 10 8	- - -	2,300 0 0	- - -	- - -	- - -	7 7 0	- -
6. Pontypool	147 12 6	- - -	656 1 0	- - -	- - -	- - -	5 0 10	- -
7. Usk District	113 13 9	- - -	822 4 0	- - -	- - -	1 6 6	1 10 0	- -
£	2,343 6 10	- - -	9,725 13 6	1,126 13 0	- - -	1 6 6	18 18 10	- -
COUNTY OF NORFOLK.								
1. Aylsham and Cromer	268 10 0	- - -	947 10 0	- - -	- - -	- - -	- - -	- -
2. Ely to Downham ("The North District") *c*	271 0 9	- - -	472 10 0	- - -	- - -	- - -	*d* 351 8 0	- -
3. Lynn, South Gate	- - -	25 12 8	989 0 0	- - -	- - -	0 11 3	- - -	- -
4. North Walsham	- - -	179 10 1	333 6 0	- - -	- - -	- - -	- - -	- -
5. Norwich and Fakenham	61 18 11	- - -	513 10 0	- - -	- - -	- - -	20 17 0	- -
6. Norwich and Scole *c*	- - -	122 5 10	243 1 4	- - -	- - -	- - -	*d* 408 10 0	- -
7. Norwich and Yarmouth *c*	230 1 2	- - -	579 18 4	- - -	- - -	- - -	*h* 102 16 5	- -
8. Wells and Fakenham	29 7 6	- - -	452 3 4	- - -	- - -	- - -	- - -	- -
£	860 18 4	327 8 7	4,530 19 0	- - -	- - -	0 11 3	883 11 5	- -
COUNTY OF NORTHAMPTON.								
1. Crowland and Eye	74 17 11	- - -	120 0 0	- - -	- - -	- - -	- - -	- -
2. Hardingstone to Old Stratford	- - -	3 6 7	419 13 4	- - -	- - -	- - -	20 17 0	- -
3. Higham Ferrers	8 2 6	- - -	396 5 0	161 10 0	- - -	- - -	3 4 0	- -
4. Kettering and Newport Pagnell	704 13 1	- - -	870 0 0	206 0 0	- - -	- - -	27 15 0	- -
5. Little Bowden and Rockingham	88 5 11	- - -	255 5 0	94 17 0	- - -	- - -	- - -	- -
6. Market Harborough and Brampton	1,014 11 11	- - -	1,611 13 4	- - -	- - -	10 0 0	2 12 0	- -
7. Northampton and Cold Brayfield	150 15 5	- - -	487 8 6	- - -	- - -	- - -	- - -	- -
8. Old Stratford to Dunchurch	- - -	222 16 1	1,370 16 8	- - -	- - -	- - -	23 5 0	- -
9. Oundle and Middleton Lane	16 14 3	- - -	263 16 8	96 15 10	- - -	- - -	2 18 0	- -
10. Thorney Road	- - -	25 5 2	217 17 0	- - -	- - -	- - -	- - -	- -
11. Wellingborough and Northampton *c*	95 15 9	- - -	310 0 0	- - -	- - -	- - -	*d* 44 12 0	- -
£	2,153 16 9	251 7 10	6,322 15 6	559 2 10	- - -	10 0 0	125 3 0	- -
COUNTY OF NORTHUMBERLAND.								
1. Allendale	41 11 6	- - -	868 11 10	- - -	- - -	- - -	15 7 0	- -
2. Berwick, Norham, and Islandshires	319 19 5	- - -	2,456 13 8	1,544 9 4	- - -	0 15 3	3 0 0	- -
3. Cow Cawsey and Buckton Burn	238 18 4	- - -	1,615 15 6	- - -	- - -	- - -	81 13 10	- -
4. Elsdon and Reedwater	- - -	1 12 4	129 16 10	- - -	- - -	- - -	21 0 0	- -
5. Ford and Lowick	- - -	117 9 6	687 15 0	477 10 4	- - -	- - -	- - -	- -
6. Hexham	323 15 10	- - -	509 14 1	233 3 11	- - -	0 0 6	37 0 0	- -
7. Newcastle-upon-Tyne to Carlisle	- - -	173 11 10	646 5 0	- - -	- - -	- - -	7 10 0	- -
8. North Shields and Newcastle-upon-Tyne	4 6 0	- - -	625 3 8	- - -	- - -	- - -	- - -	- -
9. Ponteland	82 5 3	- - -	1,168 8 8	- - -	- - -	- - -	43 15 0	- -
10. Shields and Morpeth	541 19 11	- - -	871 8 4	- - -	- - -	- - -	13 10 0	- -
11. Wooler and Breamish	- - -	342 4 7	914 8 6	491 5 9	- - -	- - -	- - -	- -
£	1,552 16 3	634 18 3	10,494 1 1	2,746 9 4	- - -	0 15 9	222 15 10	- -

a Banker's charges. *b* Including contract work. *c* Local Act expired 1st November 1874. *d* From sale of Trust property.
g Including 82*l.* 7*s.* 8*d.* paid to the parishes on the Trust ceasing. *h* Including proceeds of sale of Trust property.
k For 1¼ year. *l* Banker's commission.

10. TOTAL INCOME.	EXPENDITURE. 11. Manual Labour.	12. Team Labour and Carriage of Materials.	13. Materials for Surface Repairs.	14. Land purchased.	15. Damage done in obtaining Materials.	16. Tradesmen's Bills.	17. Salaries of Treasurer.	18. Salaries of Clerk.	19. Salaries of Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
8 2 0	356 13 1	202 17 9	20 14 6	- - -	1 0 0	19 4 4	- - -	10 0 0	32 10 0
0 1 0	650 15 6	237 4 10	374 19 4	- - -	8 11 0	25 3 3	*a* 2 3 0	- - -	140 0 0
7 8 4	61 12 0	27 9 0	- - -	- - -	- - -	7 4 0	- - -	10 0 0	15 0 0
3 11 2	1,144 19 6	566 14 0	8 7 0	- - -	64 3 11	45 9 3	- - -	35 0 0	105 0 0
7 7 0	817 1 7	583 12 6	281 6 6	- - -	- - -	82 6 1	- - -	40 0 0	150 0 0
1 1 10	102 4 0	291 6 10	17 2 11	- - -	- - -	45 8 5	- - -	22 10 0	- - -
5 0 6	276 13 3	160 19 8	70 14 1	- - -	11 13 0	3 2 1	- - -	21 0 0	70 0 0
2 11 10	3,409 18 11	2,070 4 7	773 4 4	- - -	85 7 11	227 17 5	2 3 0	138 10 0	512 10 0
7 10 0	*b* 867 5 4	33 11 3	13 1 9	- - -	0 10 0	21 15 1	- - -	40 0 0	40 0 0
3 18 0	*e* 889 14 4	- - -	- - -	- - -	- - -	0 13 1	- - -	20 0 0	40 0 0
9 11 3	304 1 10	76 6 9	155 13 8	- - -	24 1 6	39 8 8	*f* 3 18 11	27 0 0	92 0 0
3 6 0	70 0 0	6 7 9	77 5 5	- - -	- - -	4 9 4	- - -	17 10 0	22 10 0
4 7 0	147 14 4	20 6 10	143 12 8	- - -	0 15 0	7 12 6	- - -	20 0 0	30 0 0
1 11 4	*g* 119 12 0	- - -	5 18 3	- - -	- - -	4 12 6	4 2 2	14 0 0	5 5 0
2 14 9	*i* 487 3 9	9 4 7	19 7 4	- - -	- - -	20 7 3	- - -	20 0 0	35 0 0
2 3 4	166 14 6	84 3 2	26 19 4	- - -	2 0 0	7 0 11	- - -	10 0 0	30 0 0
5 1 8	3,052 6 1	230 0 4	441 18 5	- - -	27 6 6	105 19 4	8 1 1	168 10 0	294 15 0
0 0 0	- - -	- - -	- - -	- - -	- - -	- - -	5 0 0	5 0 0	2 0 0
0 10 4	*j* 255 0 0	- - -	- - -	- - -	- - -	13 12 6	- - -	25 5 0	- - -
0 19 0	192 2 2	87 19 0	142 5 9	- - -	- - -	13 8 10	21 0 0	12 12 0	40 0 0
3 15 0	295 14 10	110 8 9	188 12 3	- - -	- - -	30 18 9	30 0 0	20 0 0	60 0 0
0 2 0	49 16 11	41 18 3	163 9 4	- - -	- - -	2 16 11	- - -	12 18 0	30 0 0
4 5 4	40 0 0	4 15 0	10 17 4	- - -	- - -	2 17 0	- - -	15 0 0	20 10 0
7 8 6	156 6 4	98 11 4	99 19 7	- - -	3 0 0	12 18 9	10 0 0	- - -	*k* 43 15 0
4 1 8	336 18 10	83 9 7	206 11 4	- - -	- - -	61 14 4	*l* 7 0 6	25 0 0	100 0 0
3 10 6	165 17 6	56 19 6	- - -	- - -	13 14 9	9 19 9	6 6 0	15 0 0	35 0 0
7 17 0	71 1 7	68 0 8	37 19 5	- - -	- - -	14 19 4	4 0 0	8 0 0	20 0 0
4 12 0	89 9 2	1 6 8	- - -	- - -	- - -	7 16 1	15 0 0	20 0 0	- - -
7 1 4	1,652 7 4	553 8 9	849 15 0	- - -	16 14 9	171 2 3	98 6 6	158 15 0	351 5 0
3 18 10	388 8 5	165 5 11	177 8 4	- - -	7 5 6	4 0 2	30 0 0	20 0 0	60 0 0
4 18 3	554 5 0	- - -	1,957 8 6	- - -	79 19 4	63 4 8	30 0 0	40 0 0	80 0 0
7 9 4	699 3 7	432 4 8	180 17 6	- - -	7 14 6	13 0 7	- - -	50 0 0	100 0 0
0 16 10	61 15 0	8 18 6	60 8 10	- - -	- - -	6 18 8	- - -	10 0 0	- - -
5 5 4	351 0 1	250 19 2	310 3 2	- - -	13 4 0	4 18 8	- - -	15 0 0	50 0 0
9 18 6	309 8 9	55 17 4	4 14 7	- - -	0 7 6	1 1 7	10 0 0	20 0 0	50 0 0
3 15 0	304 6 10	163 6 0	53 3 4	- - -	1 1 10	10 9 3	20 0 0	20 0 0	33 15 0
5 3 8	*m* 170 0 0	- - -	- - -	- - -	- - -	0 11 2	5 0 0	15 0 0	5 0 0
2 3 8	379 2 8	380 19 1	80 19 4	- - -	- - -	12 13 0	- - -	26 13 4	58 6 8
4 18 4	367 8 3	94 18 7	179 4 1	- - -	- - -	7 19 5	- - -	20 0 0	48 0 0
5 14 3	350 16 2	345 11 1	298 14 0	- - -	7 10 0	4 1 6	*n* 43 12 8	12 10 0	40 0 0
4 2 0	3,935 14 9	1,898 0 4	3,303 1 8	- - -	117 2 8	128 18 8	138 12 8	249 3 4	525 1 8

(Continued on page 40.)

e Including 595*l.* 0*s.* 3*d.* paid to the parishes on the Trust ceasing.
f Including banker's interest.
i Including 325*l.* 2*s.* 5*d.* paid to the parishes on the Trust ceasing.
j Contract work.
m Paid to townships.
n Including 18*l.* 12*s.* 8*d.* interest to bank.

(Continued from page 39.)

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—*continued.* 20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. Total Expenditure.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
COUNTY OF MONMOUTH.							
1. Abercarne	5 15 6	47 9 4	- - -	- - -	34 14 5	- - -	730 18
2. Abergavenny	- - -	334 15 3	- - -	*b* 1,025 0 0	140 4 3	- - -	2,938 19
3. Bigswear	20 11 9	571 10 0	- - -	- - -	25 18 11	- - -	739
4. Monmouth	42 19 0	66 0 6	- - -	565 0 0	49 16 5	- - -	2,693
5. Newport	- - -	10 7 4	- - -	- - -	*e* 293 2 10	- - -	2,257 18
6. Pontypool	- - -	53 10 0	- - -	- - -	4 5 7	- - -	536
7. Usk District	- - -	72 18 8	- - -	- - -	33 3 11	- - -	720
£	69 6 3	1,156 11 1	- - -	1,590 0 0	581 6 4	- - -	10,616 18
COUNTY OF NORFOLK.							
1. Aylsham and Cromer	- - -	8 17 7	- - -	30 0 0	10 11 8	- - -	1,065 12
2. Ely to Downham ("The North District")	53 1 4	- - -	- - -	- - -	*g* 91 10 0	- - -	1,094 18
3. Lynn, South Gate	- - -	48 0 0	20 17 6	- - -	18 9 8	- - -	809 18
4. North Walsham	0 5 0	- - -	- - -	- - -	15 0 2	- - -	213
5. Norwich and Fakenham	4 11 6	102 0 0	- - -	- - -	5 15 2	- - -	482 8
6. Norwich and Scole	50 9 6	11 17 6	- - -	300 0 0	13 8 7	- - -	529
7. Norwich and Yarmouth	42 1 4	6 2 6	- - -	100 0 0	*h* 173 9 2	- - -	912 13
8. Wells and Fakenham	5 10 8	101 13 2	- - -	- - -	13 17 6	- - -	447 19
£	155 19 4	278 10 9	20 17 6	430 0 0	342 1 11	- - -	5,556
COUNTY OF NORTHAMPTON.							
1. Crowland and Eye	0 10 0	3 17 5	- - -	*i* 135 0 0	5 6 7	- - -	156 14
2. Hardingstone to Old Stratford	- - -	20 2 10	- - -	*j* 100 0 0	11 12 1	- - -	425 12
3. Higham Ferrers	3 2 0	34 5 4	- - -	- - -	24 13 11	- - -	571
4. Kettering and Newport Pagnell	24 7 10	31 17 8	- - -	*k* 249 7 6	8 13 8	- - -	1,050
5. Little Bowden and Rockingham	1 1 0	- - -	- - -	- - -	11 4 6	- - -	313
6. Market Harborough and Brampton	*l* 337 8 1	986 11 4	- - -	- - -	51 11 0	- - -	1,469
7. Northampton and Cold Brayfield	- - -	25 0 10	- - -	*m* 150 0 0	26 4 2	- - -	625 16
8. Old Stratford to Dunchurch	30 18 3	- - -	- - -	600 0 0	7 0 0	- - -	1,458 12
9. Oundle and Middleton Lane	0 5 0	35 0 0	- - -	- - -	21 14 7	- - -	359 17
10. Thorney Road	- - -	27 14 6	- - -	- - -	16 11 4	- - -	268
11. Wellingborough and Northampton	5 17 0	30 11 0	- - -	230 0 0	*n* 50 7 10	- - -	450
£	403 9 2	1,195 0 11	- - -	1,464 7 6	234 19 8	- - -	7,149 11
COUNTY OF NORTHUMBERLAND.							
1. Allendale	- - -	- - -	- - -	- - -	34 13 8	- - -	887
2. Berwick, Norham, and Islandshires	20 19 11	255 5 8	169 17 10	*o* 974 19 10	99 3 10	- - -	4,325
3. Cow Cawsey and Buckton Burn	- - -	39 12 2	- - -	- - -	62 10 4	- - -	1,585
4. Elsdon and Reedwater	- - -	12 0 0	- - -	- - -	4 2 0	- - -	164
5. Ford and Lowick	5 11 2	96 11 2	- - -	*p* 225 0 0	18 0 11	- - -	1,340
6. Hexham	- - -	- - -	- - -	*i* 190 0 0	26 7 3	- - -	667 17
7. Newcastle-upon-Tyne to Carlisle	- - -	- - -	- - -	- - -	54 3 4	- - -	660
8. North Shields and Newcastle-upon-Tyne	- - -	101 15 0	- - -	325 0 0	5 0 0	- - -	627 6
9. Ponteland	57 0 9	197 12 4	- - -	- - -	24 8 3	- - -	1,217 13
10. Shields and Morpeth	31 10 0	- - -	- - -	*r* 450 0 0	15 19 6	- - -	1,214 19
11. Wooler and Breamish	54 6 11	161 9 0	- - -	- - -	40 4 11	- - -	1,358 16
£	169 8 9	864 5 4	169 17 10	2,164 19 10	384 14 0	- - -	14,049

a Including 50*l.* not bearing interest. *b* For debts of 1,052*l.* 10*s.* *c* Interest abolished by Act of Parliament.
g Including 60*l.* compensation to officers. *h* Including 100*l.* compensation to officers, and 13*l.* 15*s.* 10*d.* loss by bankruptcy of treasurer.
m For debts of 255*l.* *n* Including 38*l.* 10*s.* 10*d.* compensation to officers. *o* For debts of 1,029*l.*

DEBTS.						ARREARS OF INCOME.					
27. Bonded or Mortgage Debts.	28. Rate of Interest per cent.	29. Floating Debts.	30. Unpaid Interest.	31. Balance due to Treasurers on 31st Dec. 1874.	32. Total Debts.	33. Arrears of Tolls for current Year.	34. Arrears of Parish Composition for current Year.	35. Arrears of other Receipts for current Year.	36. Arrears of former Years.	37. Balance in Treasurers' Hands on 31st Dec. 1874.	38. Total Assets.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
571 0 6	1½	11 10 0	22 16 3	- - -	1,605 6 9	47 10 0	11 10 0	- - -	- - -	523 13 0	582 13 0
703 0 0	3½	- - -	398 6 0	- - -	9,101 6 0	- - -	- - -	- - -	- - -	420 0 7	420 0 7
723 0 0	*c* None	- - -	- - -	- - -	11,723 0 0	- - -	- - -	- - -	- - -	4 7 4	4 7 4
080 0 0	4	- - -	- - -	- - -	1,080 0 0	- - -	- - -	- - -	- - -	814 0 11	814 0 11
350 0 0	3	- - -	- - -	- - -	350 0 0	- - -	- - -	12 0 0	- - -	346 0 10	358 0 10
000 0 0	3	- - -	- - -	- - -	1,000 0 0	- - -	- - -	- - -	- - -	272 6 7	272 6 7
985 7 2	3½	- - -	- - -	- - -	1,985 7 2	- - -	- - -	2 0 0	2 0 0	218 9 7	222 9 7
412 7 8	- -	11 10 0	421 2 3	- - -	26,844 19 11	47 10 0	11 10 0	14 0 0	2 0 0	2,598 18 10	2,673 18 10
140 0 0	5	444 10 0	- - -	- - -	584 10 0	- - -	- - -	- - -	- - -	150 7 4	150 7 4
—	—	—	—	—	—	—	—	—	—	—	—
200 0 0	4	- - -	- - -	- - -	1,200 0 0	- - -	- - -	- - -	- - -	154 0 1	154 0 1
500 0 0	None	- - -	- - -	59 11 9	2,559 11 9	—	—	—	—	—	—
100 0 0	2	- - -	51 0 0	- - -	5,151 0 0	- - -	- - -	20 0 0	- - -	113 17 11	133 17 11
—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
000 0 0	2	- - -	- - -	- - -	5,000 0 0	- - -	- - -	- - -	- - -	33 11 7	33 11 7
940 0 0	- -	444 10 0	51 0 0	59 11 9	14,495 1 9	- - -	- - -	20 0 0	- - -	451 16 11	471 16 11
300 0 0	2½	- - -	25 0 0	- - -	325 0 0	- - -	- - -	- - -	- - -	38 3 11	38 3 11
820 0 0	1	- - -	- - -	- - -	1,820 0 0	- - -	- - -	- - -	- - -	11 11 4	11 11 4
153 0 0	3	- - -	- - -	2 7 6	1,155 7 6	—	—	—	—	—	—
483 6 8	3½	- - -	463 0 4	- - -	1,946 7 0	- - -	- - -	- - -	- - -	758 6 10	758 6 10
056 0 0	3	- - -	377 3 3	- - -	1,433 3 3	- - -	- - -	- - -	- - -	125 3 0	125 3 0
592 0 0	2	- - -	292 7 11	- - -	12,984 7 11	- - -	- - -	- - -	- - -	1,169 7 6	1,169 7 6
248 13 2	1	- - -	22 5 11	- - -	2,270 19 1	- - -	- - -	- - -	- - -	12 7 11	12 7 11
600 0 0	None	- - -	- - -	287 7 3	887 7 3	—	—	—	—	—	—
450 0 0	2½	- - -	67 10 0	- - -	1,517 10 0	1 0 0	- - -	- - -	- - -	20 7 8	21 7 8
700 0 0	3½	- - -	7 0 0	75 15 0	782 15 0	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
502 19 10	- -	- - -	1,254 7 5	365 9 9	25,122 17 0	1 0 0	- - -	- - -	- - -	2,135 8 2	2,136 8 2
650 0 0	None	- - -	- - -	- - -	6,650 0 0	- - -	- - -	- - -	- - -	38 8 4	38 8 4
483 0 0	3½	- - -	425 3 1	0 6 11	8,908 10 0	—	—	—	—	—	—
900 0 0	5	- - -	- - -	- - -	900 0 0	- - -	- - -	- - -	- - -	351 4 4	351 4 4
400 0 0	3	- - -	- - -	14 18 6	414 18 6	—	—	—	—	—	—
860 0 0	3	- - -	- - -	292 12 6	3,152 12 6	- - -	- - -	- - -	11 11 8	- - -	11 11 8
675 0 0	None	- - -	- - -	- - -	3,675 0 0	- - -	- - -	- - -	- - -	435 17 4	435 17 4
- -	- -	- - -	- - -	180 2 5	180 2 5	—	—	—	—	—	—
745 0 0	2½	1,339 0 10	- - -	- - -	5,084 0 10	- - -	- - -	- - -	- - -	2 3 6	2 3 6
219 14 8	*c* None	- - -	20 7 4	- - -	12,240 2 0	- - -	- - -	- - -	- - -	76 13 6	76 13 6
200 0 0	None	- - -	- - -	- - -	3,200 0 0	21 6 8	- - -	- - -	- - -	211 18 5	233 5 1
400 0 0	3	- - -	- - -	295 6 7	5,695 6 7	7 1 6	- - -	- - -	20 0 0	- - -	27 1 6
532 14 8	- -	1,339 0 10	445 10 5	783 6 11	50,100 12 10	28 8 2	- - -	- - -	31 11 8	1,116 5 5	1,176 5 3

c Including 30*l.* at 4½ per cent. *e* Including Rumney Bridge Annuity and 200*l.* to late surveyor. *f* Exclusive of Rumney Bridge debt.
i For debts of 200*l.* *j* For debts of 400*l.* *k* For debts of 250*l.* *l* Including costs of lawsuit.
p For debts of 300*l.* *q* Misstated in previous Returns. *r* For debts of 900*l.*

1. NAMES OF COUNTIES AND TRUSTS.	2. Balance in Treasurers' Hands on 1st Jan. 1874.	3. Balance due to the Treasurers on 1st Jan. 1874.	INCOME. 4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Tolls.
COUNTY OF NOTTINGHAM.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
1. Mansfield and Tibshelf	- - -	68 3 3	677 14 2	- - -	- - -	- -	30 0 0	- -
2. Mansfield to Worksop	245 11 9	- - -	799 10 0	- - -	- - -	- -	- - -	- -
3. Nottingham and Grantham, Western Division	107 11 1	- - -	1,015 0 0	4 15 10	- - -	- -	- - -	- -
4. Nottingham and Ilkeston *b*	352 0 3	- - -	518 6 8	- - -	- - -	- -	*c* 81 10 0	- -
5. Nottingham and Loughborough	0 2 10	- - -	500 0 0	- - -	- - -	- -	- - -	- -
6. Nottingham and Mansfield	163 8 9	- - -	1,155 0 0	- - -	- - -	- -	11 9 0	- -
7. Nottingham and Newhaven, First District	213 2 0	- - -	1,925 0 0	- - -	- - -	- -	4 11 5	- -
8. Retford and Gainsborough	303 15 11	- - -	450 0 0	160 0 0	- - -	- -	4 2 6	- -
9. Retford and Littleborough	- - -	1,233 8 3	271 6 8	145 8 6	- - -	- -	13 3 0	- -
10. Worksop to Kelham	805 0 4	- - -	447 0 0	42 4 4	- - -	- -	- - -	- -
11. Worksop to Retford	156 14 6	- - -	508 6 8	- - -	- - -	- -	- - -	- -
£	2,347 7 5	1,301 11 6	8,267 4 2	352 8 8	- - -	- -	144 15 11	- -
COUNTY OF OXFORD.								
1. Asthall and Buckland *g*	253 19 0	- - -	184 3 4	114 15 4	- - -	- -	*h* 47 10 0	- -
2. Aylesbury, Thame, Oxford, and Shillingford	92 6 4	- - -	1,210 0 0	- - -	- - -	0 18 6	23 0 0	- -
3. Banbury, Brailes, and Barcheston	140 14 11	- - -	706 6 8	- - -	- - -	- -	- - -	- -
4. Bicester, Aynho, and Finmere	166 14 2	- - -	502 0 0	- - -	- - -	- -	- - -	- -
5. Botley and Newland	236 2 2	- - -	1,462 10 0	- - -	- - -	- -	- - -	- -
6. Burford, Chipping Norton, Banbury, and Aynho	305 10 5	- - -	1,217 1 11	- - -	- - -	- -	0 2 6	- -
7. Charlbury Roads	143 1 0	- - -	506 13 4	- - -	- - -	- -	- - -	- -
8. Deddington and Kidlington	- - -	4 17 6	559 0 0	172 6 0	- - -	- -	20 7 8	- -
9. Enstone, Heyford Bridge, Bicester, Weston, and Kirtlington	206 2 10	- - -	746 6 2	- - -	- - -	- -	10 0 0	- -
10. Faringdon and Burford	27 2 5	- - -	280 0 0	- - -	- - -	- -	- - -	- -
11. Galley Hill and Clanfield Cross *g*	42 19 6	- - -	88 0 0	77 0 0	- - -	- -	*h* 5 10 0	- -
12. St. Clement's *b*	1,213 11 7	- - -	877 18 10	- - -	- - -	- -	*c* 107 6 0	- -
13. Stokenchurch and Woodstock	186 7 1	- - -	1,641 13 4	- - -	- - -	- -	21 19 7	- -
14. Ditto, Islip Branch	- - -	- - -	102 0 0	- - -	- - -	- -	- - -	- -
15. Thame and Bicester	61 3 8	- - -	440 0 0	- - -	- - -	- -	50 0 0	- -
16. Thame and Postcombe	60 5 2	- - -	145 0 0	- - -	- - -	- -	- - -	- -
17. Woodstock and Rollright Lane	136 12 11	- - -	357 9 1	- - -	- - -	- -	0 5 0	- -
£	3,272 13 2	4 17 6	11,026 2 8	364 1 4	- - -	0 18 6	286 0 9	- -
COUNTY OF RUTLAND.								
1. Leicester and Peterborough, Uppingham District	[135 14 3	- - -	302 14 0	41 15 0	- - -	0 7 0	17 6 6	- -
COUNTY OF SALOP.								
1. Bishop's Castle, First District	332 9 1	- - -	1,125 3 5	263 6 9	- - -	- -	34 11 8	- -
2. Bridgnorth and Shiffnal	- - -	22 14 1	187 0 0	- - -	- - -	- -	- - -	- -
3. Burlton and Llanymynech	36 10 8	- - -	273 3 3	- - -	- - -	- -	14 0 0	- -
4. Cleobury Mortimer District	- - -	41 16 6	622 0 0	120 0 0	- - -	- -	18 10 7	- -
5. Cleobury North and Ditton Priors	117 10 7	- - -	256 13 4	60 0 0	- - -	- -	16 10 0	- -

a For 1½ year. *b* The Local Act was repealed on 1st November 1874. *c* Including proceeds of sale of Trust property.
g Local Act expired 1st November 1874. *h* From sale of Trust property. *i* For two years. *j* Including team labour

10. Total Income.	EXPENDITURE. 11. Manual Labour.	12. Team Labour and Carriage of Materials.	13. Materials for Surface Repairs.	14. Land purchased.	15. Damage done in obtaining Materials.	16. Tradesmen's Bills.	17. Salaries of Treasurer.	18. Salaries of Clerk.	19. Salaries of Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
707 14 2	168 1 3	114 3 6	135 6 9	- - -	- - -	34 3 0	5 5 0	15 0 0	37 0 0
799 10 0	376 14 6	315 6 4	227 1 4	- - -	- - -	13 18 6	- - -	35 17 2	*a* 45 0 0
019 15 10	125 2 3	33 8 3	127 18 4	- - -	1 14 0	18 14 9	- - -	21 0 0	20 8 0
599 16 8	*d* 401 4 0	- - -	- - -	- - -	- - -	18 10 0	- - -	38 10 0	18 6 8
500 0 0	104 15 2	26 11 0	43 18 0	- - -	4 5 0	20 13 0	- - -	10 10 0	40 0 0
166 9 0	*e* 430 0 0	5 7 6	- - -	- - -	- - -	23 7 10	- - -	21 0 0	35 0 0
929 11 5	366 1 2	482 19 3	794 16 3	- - -	- - -	62 5 6	*f* 2 10 0	40 0 0	50 0 0
614 2 6	*e* 195 0 0	- - -	- - -	- - -	- - -	1 3 0	- - -	20 0 0	- - -
429 18 2	54 12 0	19 17 6	63 10 0	- - -	- - -	7 1 7	- - -	20 0 0	8 6 8
489 4 4	71 6 6	24 4 7	31 15 4	- - -	- - -	15 0 1	- - -	46 16 6	*a* 63 0 0
508 6 8	97 11 6	42 10 4	30 19 6	- - -	- - -	6 3 1	- - -	37 19 0	*a* 45 0 0
764 8 9	2,390 8 4	1,064 8 3	1,455 5 6	- - -	5 19 0	221 0 4	7 15 0	306 12 8	362 1 4
346 8 8	193 19 7	- - -	- - -	- - -	- - -	27 2 11	- - -	*i* 25 0 0	20 0 0
233 18 6	405 10 11	- - -	*j* 546 18 8	- - -	- - -	18 9 6	10 0 0	25 0 0	60 0 0
706 6 8	199 8 7	102 15 10	88 4 10	- - -	- - -	4 18 2	- - -	21 0 0	12 8 0
502 0 0	*k* 326 19 8	- - -	- - -	- - -	- - -	5 0 0	5 5 0	25 0 0	30 0 0
462 10 0	*e* 475 0 0	- - -	- - -	- - -	49 19 0	13 8 9	- - -	21 0 0	20 0 0
217 4 5	542 17 9	202 19 0	111 15 5	- - -	33 5 1	33 2 1	- - -	22 2 0	90 0 0
506 13 4	*e* 304 17 0	0 17 6	28 17 3	- - -	10 0 0	16 9 3	10 0 0	- - -	20 0 0
751 13 8	302 15 11	185 10 8	157 17 3	- - -	- - -	4 6 11	- - -	25 0 0	20 0 0
756 6 2	*k* 570 11 3	4 9 2	- - -	- - -	- - -	17 4 0	5 5 0	25 0 0	50 0 0
280 0 0	61 15 11	36 6 0	99 16 1	- - -	0 10 10	- - -	10 0 0	21 0 0	2 2 0
170 10 0	134 5 0	- - -	- - -	- - -	- - -	12 19 4	- - -	12 10 0	- - -
985 4 10	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
663 12 11	343 18 10	158 13 10	385 3 0	- - -	1 3 0	17 2 0	- - -	45 0 0	80 0 0
102 0 0	*l* 53 3 10	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
490 0 0	150 4 9	- - -	*j* 231 9 10	- - -	2 18 4	2 9 9	7 0 0	10 0 0	30 0 0
145 0 0	23 19 3	- - -	*j* 50 8 8	- - -	- - -	0 5 9	3 0 0	5 0 0	5 0 0
357 14 1	*k* 222 0 8	29 8 4	9 3 0	- - -	5 8 0	6 18 4	- - -	35 0 0	52 0 0
677 3 3	4,311 8 11	721 0 4	1,710 4 0	- - -	103 4 3	179 16 9	50 10 0	317 12 0	491 10 0
362 2 6	133 3 1	41 15 7	49 1 2	- - -	- - -	5 7 0	- - -	10 0 0	35 1 3
423 1 10	777 17 2	376 19 5	- - -	- - -	7 18 4	30 10 2	*m* 37 16 0	25 0 0	120 0 0
187 0 0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	*n* 25 4 0	- - -
287 3 3	122 0 0	8 17 1	10 17 7	- - -	1 0 0	- - -	- - -	10 0 0	6 0 0
760 10 7	243 18 0	115 3 8	14 7 7	- - -	3 6 4	14 13 7	- - -	15 0 0	67 10 0
333 3 4	95 2 6	48 19 0	- - -	- - -	14 2 0	1 14 5	- - -	- - -	20 0 0

(Continued on page 44.)

l Including 169*l.* 4*s.* paid to the parishes on the Trust ceasing. *e* Contract work. *f* Banker's commission.
h Including contract work. *l* Paid to parishes. *m* Including banker's commission. *n* For two years.

(Continued from page 43.)

EXPENDITURE—*continued.*

NAMES OF COUNTIES AND TRUSTS.	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. Total Expenditure.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
COUNTY OF NOTTINGHAM.							
1. Mansfield and Tibshelf	- - -	65 15 0	- - -	- - -	6 2 0	- - -	580 16
2. Mansfield to Worksop	11 16 2	- - -	- - -	- - -	11 18 2	- - -	1,037 12
3. Nottingham and Grantham, Western Division	- - -	24 13 6	- - -	- - -	18 17 4	- - -	391 16
4. Nottingham and Ilkeston	30 2 0	2 2 11	220 17 4	110 15 9	*a* 111 8 3	- - -	951 16
5. Nottingham and Loughborough	- - -	178 11 11	- - -	- - -	28 12 2	- - -	457 16
6. Nottingham and Mansfield	4 17 4	70 17 10	- - -	500 0 0	81 8 11	- - -	1,171 19
7. Nottingham and Newhaven, First District	3 16 8	- - -	494 13 11	- - -	27 10 3	- - -	2,324 15
8. Retford and Gainsborough	- - -	124 0 1	- - -	*b* 232 19 2	3 7 11	- - -	576 10
9. Retford and Littleborough	3 3 0	- - -	- - -	- - -	13 14 0	- - -	190 4
10. Worksop to Kelham	0 8 6	416 3 6	- - -	- - -	16 11 3	- - -	685 6
11. Worksop to Retford	- - -	70 10 6	- - -	- - -	17 18 3	- - -	348 12
£	54 3 8	952 15 3	715 11 3	843 14 11	337 8 6	- - -	8,717 4
COUNTY OF OXFORD.							
1. Asthall and Buckland	28 10 6	19 12 2	- - -	181 2 6	*c* 105 0 0	- - -	600 7
2. Aylesbury, Thame, Oxford, and Shillingford	12 12 4	139 10 0	- - -	- - -	32 6 3	- - -	1,250 7
3. Banbury, Brailes, and Barcheston	- - -	54 17 7	- - -	*e* 208 19 0	17 6 8	- - -	709 18
4. Bicester, Aynho, and Finmere	- - -	51 9 6	- - -	- - -	17 6 11	- - -	461 1
5. Botley and Newland	13 7 4	173 15 8	- - -	- - -	11 15 1	- - -	778 15
6. Burford, Chipping Norton, Banbury, and Aynho	- - -	- - -	25 0 0	- - -	11 10 0	- - -	1,072 11
7. Charlbury Roads	19 12 10	- - -	- - -	- - -	9 1 10	- - -	419 15
8. Deddington and Kidlington	- - -	- - -	- - -	- - -	4 19 3	- - -	700 10
9. Enstone, Heyford Bridge, Bicester, Weston, and Kirtlington	- - -	98 15 5	- - -	- - -	24 15 1	- - -	795 19
10. Faringdon and Burford	- - -	53 7 0	- - -	- - -	12 12 4	- - -	297 10
11. Galley Hill and Clanfield Cross	14 17 2	21 18 1	- - -	8 15 5	8 4 6	- - -	213 9
12. St. Clement's	63 12 0	- - -	- - -	2,119 17 2	15 7 3	- - -	2,198 16
13. Stokenchurch and Woodstock	- - -	500 14 11	- - -	- - -	26 17 7	- - -	1,558 13
14. Ditto, Islip Branch	- - -	32 8 8	- - -	- - -	16 7 6	- - -	102 0
15. Thame and Bicester	3 3 1	67 10 0	- - -	- - -	18 15 0	- - -	523 10
16. Thame and Postcombe	3 3 1	42 10 0	- - -	- - -	7 13 3	- - -	141 0
17. Woodstock and Rollright Lane	3 5 6	22 10 11	- - -	- - -	22 11 6	- - -	408 6
£	162 3 10	1,278 19 11	25 0 0	2,518 14 1	362 10 0	- - -	12,232 14
COUNTY OF RUTLAND.							
1. Leicester and Peterborough, Uppingham District	36 6 3	52 9 9	- - -	- - -	17 4 6	- - -	380 8
COUNTY OF SALOP.							
1. Bishop's Castle, First District	15 8 9	62 7 5	- - -	200 0 0	43 18 8	- - -	1,697 15
2. Bridgnorth and Shiffnal	0 6 9	0 12 0	- - -	- - -	7 11 5	- - -	33 14
3. Burlton and Llanymynech	- - -	34 10 6	- - -	- - -	10 13 11	- - -	203 19
4. Cleobury Mortimer District	1 6 8	30 19 11	- - -	*i* 198 0 0	30 9 6	- - -	734 13
5. Cleobury North and Ditton Priors	11 16 1	45 1 1	- - -	- - -	3 7 6	- - -	240 2

a Including 90*l.* compensation to officers. *b* For debts of 433*l.* 6*s.* 8*d.* *c* Including 67*l.* 10*s.* compensation to officers.
f The Local Act having expired, the remaining debt, 721*l.* 4*s.* 7*d.*, is omitted.
h Including 50*l.* at 4 per cent. *i* For debts of 330*l.*

DEBTS.					ARREARS OF INCOME.					
27. Bonded or Mortgage Debts.	28. Rate of Interest per cent.	29. Floating Debts.	30. Unpaid Interest.	31. Balance due to Treasurers on 31st Dec. 1874.	32. Total Debts.	33. Arrears of Tolls for current Year.	34. Arrears of Parish Composition for current Year.	35. Arrears of other Receipts for current Year.	36. Arrears of former Years.	37. Balance in Treasurers' Hands on 31st Dec. 1874.	38. Total Assets.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
643 15 0	4	- - -	- - -	- - -	1,643 15 0	125 5 8	- -	- -	- -	58 14 5	184 0 1
- -	- -	73 3 10	- - -	- - -	73 3 10	89 0 0	- -	- -	82 16 8	7 9 7	179 6 3
829 10 0	3	- -	- - -	- - -	829 10 0	- -	- -	- -	- -	735 10 6	735 10 6
—	—	—	—	—	—	—	—	—	—	—	—
5,450 0 0	3¼	- -	- - -	- - -	5,450 0 0	- -	- -	- -	- -	42 6 7	42 6 7
1,400 0 0	4	- -	- - -	- - -	1,400 0 0	- -	- -	- -	- -	157 18 4	157 18 4
- -	- -	- -	- - -	181 19 7	181 19 7	—	—	—	—	—	—
4,866 13 4	2½	- -	- - -	- - -	4,866 13 4	- -	- -	- -	- -	341 8 3	341 8 3
- -	- -	- -	- - -	993 14 10	993 14 10	—	—	—	—	—	—
9,551 0 0	5	92 1 4	896 2 7	- - -	9,639 3 11	81 15 0	16 4 4	- -	- -	608 18 5	706 17 9
3,730 0 0	4	81 8 0	99 13 11	- - -	3,911 1 11	44 3 4	- -	- -	- -	316 9 0	360 12 4
28,570 18 4	- -	246 13 2	995 16 6	1,175 14 5	28,989 2 5	340 4 0	16 4 4	.. -	82 16 8	2,268 15 1	2,708 0 1
d —	—	—	—	—	—	-	—	—	—	—	—
3,100 0 0	4½	- -	- - -	- - -	3,100 0 0	- -	- -	- -	- -	75 17 2	75 17 2
2,264 0 0	2	- -	45 5 7	- - -	2,309 5 7	- -	- -	- -	- -	137 2 11	137 2 11
1,270 0 0	4	- -	50 16 0	- - -	1,320 16 0	- -	- -	- -	- -	207 13 1	207 13 1
6,300 0 0	3	- -	162 0 0	- - -	6,462 0 0	- -	- -	- -	- -	919 16 4	919 16 4
- -	- -	- -	- - -	- - -	- - -	- -	- -	- -	- -	450 3 6	450 3 6
- -	- -	- -	- - -	- - -	- - -	45 16 8	- -	- -	- -	229 18 8	275 15 4
3,100 0 0	3	26 12 10	66 0 0	- - -	1,192 12 10	- -	28 15 0	0 7 0	- -	46 6 2	70 8 2
3,252 0 0	3	- -	97 11 2	- - -	3,349 11 2	39 8 4	- -	- -	- -	166 9 1	205 17 5
2,150 0 0	5	13 16 9	184 5 0	- - -	2,348 1 9	- -	- -	- -	- -	9 12 3	9 12 3
f —	—	—	—	—	—	—	—	—	—	—	—
g —	—	—	—	—	—	—	—	—	—	—	—
12,805 0 0	4	- -	- - -	- - -	12,805 0 0	43 6 8	- -	- -	- -	291 6 10	334 13 6
550 0 0	4	- -	- - -	- - -	550 0 0	—	—	—	—	—	—
1,350 0 0	5	- -	- - -	- - -	1,350 0 0	- -	- -	- -	- -	27 12 11	27 12 11
850 0 0	5	- -	- - -	- - -	850 0 0	- -	- -	- -	- -	64 5 2	64 5 2
500 0 0	4½	- -	- - -	- - -	500 0 0	7 0 0	- -	- -	- -	86 0 9	93 0 9
42,491 0 0	- -	40 9 7	605 17 9	- - -	36,137 7 4	135 11 8	23 15 0	0 7 0	- -	2,712 4 10	2,871 18 6
2,166 13 4	1	- -	170 9 9	- - -	2,337 3 1	- -	47 8 7	- -	- -	117 8 2	164 16 9
1,880 0 0	3	- -	- - -	- - -	1,880 0 0	- -	- -	- -	- -	57 15 0	57 15 0
900 0 0	None	- -	- - -	- - -	900 0 0	15 11 8	- -	- -	- -	130 11 9	146 3 5
1,050 0 0	3½	- -	38 12 8	- - -	1,088 12 8	1 0 0	- -	- -	- -	119 14 10	120 14 10
1,000 0 0	2½	- -	- - -	16 1 2	1,016 1 2	—	—	—	—	—	—
1,500 0 0	3	- -	- - -	- - -	1,500 0 0	46 13 4	- -	- -	- -	210 11 4	257 4 8

d The Local Act having expired, the remaining debt, 603*l.* 18*s.* 2*d.*, is omitted.

e For debts of 480*l.*

g The Local Act having expired, the remaining debt, 7,043*l.* 10*s.* 10*d.*, is omitted.

1. NAMES OF COUNTIES AND TRUSTS.	2. Balance in Treasurers' Hands on 1st Jan. 1874.	3. Balance due to the Treasurers on 1st Jan. 1874.	INCOME. 4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amoun of Mon borrowed the Secur of the T
COUNTY OF SALOP—*cont.*	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
6. Coalbrookdale and Wellington	189 1 0	- - -	210 2 6	- - -	- - -	- - -	- - -	- -
7. Ellesmere District	218 8 9	- - -	323 8 6	- - -	- - -	- - -	- - -	- -
8. Leighton and Buildwas	137 11 0	- - -	50 0 0	- - -	- - -	- - -	1 5 0	- -
9. Minsterley and Churchstoke	249 7 5	- - -	498 5 8	- - -	- - -	1 5 0	- - -	- -
10. Oswestry	468 12 3	- - -	1,999 6 8	- - -	- - -	2 6 0	190 4 1	- -
11. Shiffnal District	29 19 3	- - -	251 11 8	- - -	- - -	- - -	- - -	- -
12. Shrewsbury (Nine Districts)	12 1 1	- - -	1,536 13 10	31 14 0	- - -	2 1 0	88 8 0	- -
13. Shrewsbury, Wenlock, and Bridgnorth	587 13 10	- - -	948 18 4	- - -	- - -	- - -	- - -	- -
14. Wem and Bron-y-Garth, First District	142 8 0	- - -	598 7 9	- - -	- - -	- - -	- - -	- -
15. Ditto, Second District	- - -	1 10 10	*d* - - -	- - -	- - -	- - -	- - -	- -
16. Weston Gate (Bewdley Act)	39 3 11	- - -	168 0 0	40 0 0	- - -	- - -	2 4 6	- -
17. Whitchurch and Madeley	65 0 9	- - -	600 0 0	- - -	- - -	- - -	35 11 2	- -
£	2,625 17 7	66 1 5	9,648 14 11	515 0 9	- - -	5 12 0	401 5 0	- -
COUNTY OF SOMERSET.								
1. Bath	569 13 0	- - -	4,456 16 0	- - -	- - -	0 12 0	144 10 9	- -
2. Black Dog	325 5 10	- - -	1,200 0 0	249 19 0	- - -	0 4 3	14 12 0	- -
3. Bruton	562 3 9	- - -	1,009 10 0	- - -	- - -	- - -	5 16 8	- -
4. Chard	197 10 8	- - -	791 15 4	- - -	- - -	- - -	- - -	- -
5. Crewkerne	142 7 4	- - -	1,438 8 4	- - -	- - -	4 3 11	- - -	- -
6. High Ham and Ashcott	1 6 0	- - -	80 0 0	- - -	- - -	- - -	- - -	- -
7. Ilchester *f*	262 4 1	- - -	610 7 0	- - -	- - -	- - -	*g* 142 4 0	- -
8. Ilminster	194 18 10	- - -	1,458 8 4	266 11 4	- - -	- - -	3 15 0	- -
9. Langport, Somerton, and Castle Cary	760 17 9	- - -	2,176 17 4	593 7 0	- - -	- - -	27 10 6	- -
10. Martock and South Petherton Roads (united)	175 15 7	- - -	760 0 0	- - -	- - -	- - -	11 18 0	- -
11. "Minehead Roads" (united)	43 17 2	- - -	1,640 0 0	- - -	- - -	- - -	0 7 3	- -
12. Shepton Mallet	- - -	37 15 1	2,141 10 2	- - -	- - -	- - -	55 16 7	- -
13. Taunton	- - -	389 19 11	3,384 13 4	- - -	- - -	- - -	*j* 623 9 6	- -
14. Wedmore *k*	28 12 3	- - -	262 18 4	- - -	- - -	- - -	*g* 310 13 5	- -
15. Wells	51 13 1	- - -	2,135 0 0	- - -	- - -	- - -	37 13 6	- -
16. West Harptry	374 9 1	- - -	725 0 0	66 15 11	- - -	0 3 6	4 16 0	- -
17. Weston-super-Mare and Worle	130 13 5	- - -	109 5 7	- - -	- - -	- - -	4 4 2	- -
18. Wincanton *k*	37 10 8	- - -	675 0 0	- - -	- - -	- - -	*m* 406 4 10	- -
19. Yeovil *f*	265 3 1	- - -	1,475 0 0	- - -	- - -	- - -	*g* 579 17 9	- -
£	4,124 1 7	427 15 0	26,530 9 9	1,176 13 3	- - -	5 3 8	2,373 9 11	- -
COUNTY OF STAFFORD.								
1. Albrighton and Tong	20 10 0	- - -	140 0 0	- - -	- - -	- - -	- - -	- -
2. Ashborne to Leek	69 1 1	- - -	528 0 0	- - -	- - -	- - -	- - -	- -
3. Blyth Marsh	350 8 11	- - -	4,002 18 4	- - -	- - -	- - -	17 0 0	- -
4. Burton-upon-Trent to Abbot's Bromley	20 7 3	- - -	282 0 0	- - -	- - -	- - -	- - -	- -
5. Butterton Moor End	315 13 3	- - -	531 0 0	- - -	- - -	- - -	- - -	- -
6. Cannock and Penkridge	58 17 10	- - -	156 0 0	- - -	- - -	- - -	- - -	- -
7. Cheadle (Five Districts consolidated)	713 17 11	- - -	1,376 3 4	- - -	- - -	- - -	18 6 8	- -
8. Darlaston	145 8 1	- - -	1,106 16 8	- - -	- - -	- - -	- - -	- -
9. Darley Moor and Ellaston	71 2 7	- - -	166 10 0	- - -	- - -	- - -	- - -	- -
10. Great Chell and Shelton	63 0 11	- - -	207 10 0	- - -	- - -	- - -	- - -	- -
11. Handsworth and Perry Bar (united)	112 0 11	- - -	620 8 8	- - -	- - -	- - -	0 2 6	- -
12. Hanley and Bucknall	815 15 0	- - -	2,200 0 0	- - -	- - -	- - -	- - -	- -
13. High Bridges and Uttoxeter	64 19 4	- - -	307 0 0	- - -	- - -	- - -	- - -	- -
14. Lawton, Burslem, and Newcastle-under-Lyme	1,318 6 2	- - -	2,919 11 8	- - -	- - -	- - -	133 15 7	- -
15. Leek, Buxton, and Monyash	816 19 7	- - -	648 15 0	58 6 8	75 10 0	- - -	18 4 5	- -
16. Lichfield (united)	602 3 1	- - -	794 0 0	- - -	- - -	- - -	- - -	- -
17. New Biddulph	151 9 10	- - -	288 4 0	- - -	- - -	- - -	- - -	- -
18. Newcastle-under-Lyme and Ecleshall	94 8 1	- - -	190 0 9	- - -	- - -	- - -	- - -	- -
19. Newcastle-under-Lyme to Leek	- - -	182 19 3	1,968 6 8	- - -	- - -	- - -	9 12 4	- -
20. Newcastle-under-Lyme and Nantwich	278 17 1	- - -	910 8 6	- - -	- - -	- - -	0 10 0	- -

a For two years. *b* Banker's commission. *c* Including contract work. *d* No tolls have been levied.
h Including 10*l.* 2*s.* 3*d.* paid to parishes on the Trust ceasing. *i* Paid to parishes. *j* Including 520*l.* from sale of weigh-bridge, &c.
m From sale of Trust property. *n* Including 157*l.* 5*s.* 11*d.* paid to the parishes on the Trust ceasing.

10. Total Income.	EXPENDITURE. 11. Manual Labour.	12. Team Labour and Carriage of Materials.	13. Materials for Surface Repairs.	14. Land purchased.	15. Damage done in obtaining Materials.	16. Tradesmen's Bills.	17. Salaries of Treasurer.	18. Salaries of Clerk.	19. Salaries of Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
10 2 6	- - -	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	- - -
23 8 6	73 17 10	3 18 0	15 14 11	- - -	- - -	2 8 11	- - -	*a* 20 0 0	20 0 0
51 5 0	18 9 9	4 0 0	0 7 0	- - -	- - -	2 11 9	- - -	6 0 0	- - -
99 10 8	87 16 6	87 19 2	93 11 5	- - -	1 5 0	6 13 2	- - -	15 0 0	20 0 0
91 16 9	1,314 8 1	85 11 10	168 14 6	- - -	14 7 0	22 16 9	*b* 5 18 0	50 0 0	105 0 0
51 11 8	71 13 0	13 0 0	5 18 0	- - -	- - -	1 10 0	- - -	25 0 0	20 0 0
58 16 10	*c* 879 11 3	325 10 7	- - -	- - -	7 14 3	22 10 5	- - -	60 0 0	118 18 0
48 18 4	- - -	- - -	- - -	- - -	- - -	- - -	- - -	30 0 0	- - -
98 7 9	158 13 2	75 7 9	42 4 5	- - -	1 10 0	4 5 2	- - -	*a* 24 0 0	20 0 0
- - -	*d* - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
10 4 6	59 7 0	42 10 6	1 19 0	- - -	- - -	5 18 0	- - -	5 0 0	7 10 0
35 11 2	187 12 9	103 17 5	117 4 9	- - -	- - -	16 1 4	- - -	30 0 0	41 13 4
70 12 8	4,090 7 0	1,291 14 5	470 19 2	- - -	51 2 11	131 13 8	43 14 0	350 4 0	566 11 4
01 18 9	1,182 9 5	611 14 0	1,527 15 8	- - -	94 12 4	23 18 0	*e* 52 10 0	10 0 0	290 0 0
64 15 3	476 14 4	98 9 7	63 3 3	- - -	32 5 6	28 17 3	25 0 0	30 0 0	110 0 0
15 6 8	- - -	- - -	- - -	- - -	- - -	- - -	- - -	30 0 0	- - -
91 15 4	267 2 7	116 11 11	176 15 3	- - -	- - -	18 18 9	- - -	40 0 0	70 0 0
42 12 3	251 7 5	147 1 6	141 15 0	- - -	27 12 2	25 3 4	- - -	40 0 0	60 0 0
80 0 0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	- - -
52 11 0	*h* 190 17 9	69 15 0	71 4 7	- - -	12 0 0	0 19 7	- - -	35 0 0	116 13 4
28 14 8	327 0 6	177 2 7	140 13 10	- - -	21 18 9	15 19 3	- - -	30 0 0	60 0 0
97 14 10	594 2 11	600 5 9	567 11 3	- - -	21 17 4	101 0 6	- - -	50 0 0	155 0 0
71 18 0	169 10 5	75 16 1	120 7 5	- - -	- - -	28 17 6	3 0 0	23 0 0	40 0 0
40 7 3	*i* 329 13 0	- - -	- - -	- - -	- - -	- - -	30 0 0	52 10 0	- - -
97 6 9	452 13 4	22 15 0	*c* 1,032 1 9	- - -	- - -	182 1 4	20 0 0	45 0 0	157 10 0
08 2 10	723 6 10	801 19 0	- - -	- - -	- - -	21 14 2	- - -	50 0 0	150 0 0
73 11 9	*l* 419 9 5	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	- - -
72 13 6	336 0 9	278 3 5	472 12 0	- - -	22 17 0	44 17 7	26 5 0	50 0 0	120 0 0
96 15 5	251 2 1	123 5 10	4 16 10	- - -	5 7 6	1 15 10	- - -	20 0 0	47 0 0
13 9 9	4 7 6	1 15 10	2 5 2	- - -	- - -	0 13 3	10 0 0	- - -	- - -
81 4 10	- - -	- - -	- - -	- - -	- - -	22 6 1	- - -	25 0 0	- - -
54 17 9	*n* 585 12 9	215 5 9	46 1 2	- - -	3 13 9	24 7 6	- - -	*a* 80 0 0	116 13 4
85 16 7	6,561 11 0	3,340 1 3	4,367 3 2	- - -	242 4 4	541 9 11	166 15 0	630 10 0	1,492 16 4
40 0 0	- - -	- - -	- - -	- - -	- - -	1 15 4	1 0 0	4 0 0	- - -
28 0 0	181 13 9	44 7 9	10 2 9	- - -	- - -	14 1 3	- - -	25 0 0	30 0 0
19 18 4	937 11 0	502 12 1	1,659 6 2	- - -	- - -	102 10 9	- - -	45 19 0	150 0 0
82 0 0	74 18 2	10 16 0	13 18 6	- - -	- - -	14 10 0	- - -	25 0 0	6 10 0
31 0 0	- - -	- - -	- - -	- - -	- - -	- - -	5 0 0	17 0 0	- - -
56 0 0	34 6 0	13 10 6	13 10 6	- - -	- - -	11 6 9	- - -	6 0 0	5 0 0
94 10 0	316 15 3	340 17 9	56 9 5	- - -	1 10 0	10 5 3	- - -	80 0 0	100 0 0
06 16 8	- - -	- - -	- - -	- - -	- - -	- - -	- - -	20 0 0	- - -
66 10 0	72 2 8	11 19 1	6 17 0	- - -	0 10 0	11 5 10	- - -	10 0 0	- - -
07 10 0	50 19 2	46 16 6	- - -	- - -	- - -	16 8 1	- - -	- - -	10 0 0
20 11 2	327 12 0	100 12 3	139 2 8	- - -	5 0 0	26 15 6	*o* 3 16 5	40 0 0	65 0 0
00 0 0	443 18 11	239 18 3	699 9 5	- - -	- - -	49 13 11	- - -	20 5 4	70 0 0
07 0 0	*p* 145 0 0	- - -	- - -	- - -	- - -	54 3 0	- - -	12 0 0	6 6 0
53 7 3	492 11 9	352 2 7	1,125 8 9	- - -	- - -	233 15 10	- - -	30 0 0	70 0 0
00 16 1	108 4 10	38 11 10	- - -	- - -	- - -	1 4 6	- - -	35 0 0	50 0 0
94 0 0	371 19 4	85 11 6	283 12 11	- - -	8 0 0	29 10 5	- - -	42 0 0	100 0 0
88 4 0	70 12 11	19 16 0	68 1 11	- - -	- - -	5 11 2	- - -	10 0 0	20 0 0
90 0 9	65 5 0	26 13 6	33 11 2	- - -	- - -	5 2 8	- - -	5 5 0	30 0 0
77 19 0	486 8 2	145 7 11	427 13 2	- - -	- - -	58 18 0	*b* 4 4 1	20 0 0	- - -
10 18 6	281 16 0	64 18 2	143 9 4	- - -	- - -	41 2 9	- - -	40 0 0	78 15 0

(Continued on page 48.)

e To accountant. *f* Local Act expired 31st December 1874. *g* Including proceeds of sale of Trust property.
h Local Act expired 1st November 1874. *l* Paid to parishes on the Trust ceasing.
o Bank charges. *p* Contract work.

(Continued from page 47.)

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—*continued.*					
	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. Total Expenditure.
COUNTY OF SALOP—*cont.*	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
6. Coalbrookdale and Wellington	1 11 0	- - -	- - -	- - -	14 6 10	- - -	25 17
7. Ellesmere District	- - -	19 13 4	- - -	*a* 182 9 8	4 2 6	- - -	342 5
8. Leighton and Buildwas	- - -	- - -	- - -	- - -	4 2 2	- - -	35 10
9. Minsterley and Churchstoke	- - -	- - -	- - -	*b* 200 0 0	4 12 2	- - -	516 17
10. Oswestry	- - -	33 15 3	- - -	540 0 0	46 9 10	- -	2,387 1
11. Shiffnal District	0 6 8	- - -	- - -	120 0 0	10 6 4	- - -	267 14
12. Shrewsbury (Nine Districts)	11 13 0	219 6 0	7 2 2	- - -	52 11 9	- - -	1,704 17
13. Shrewsbury, Wenlock, and Bridgnorth	- - -	- - -	- - -	1,360 0 0	15 6 0	- - -	1,405 6
14. Wem and Bron-y-Garth, First District	- - -	20 0 0	- - -	*d* 198 16 6	1 16 0	- - -	546 13
15. Ditto, Second District	- - -	- - -	- - -	- - -	- - -	- - -	- -
16. Weston Gate (Bewdley Act)	1 6 8	20 1 5	- - -	- - -	9 0 3	- - -	152 12
17. Whitchurch and Madeley	38 12 0	41 19 10	- - -	50 0 0	33 8 9	- - -	660 10
	£ 82 7 7	528 6 9	7 2 2	3,049 6 2	292 3 7	- - -	10,955 12
COUNTY OF SOMERSET.							
1. Bath	28 5 11	695 6 2	- - -	*g* 247 10 0	64 19 8	- - -	4,829 1
2. Black Dog	41 5 0	610 14 8	- - -	- - -	38 18 10	- - -	1,555 8
3. Bruton	0 13 9	50 11 6	- - -	*h* 675 10 0	24 17 10	- - -	781 13
4. Chard	4 2 9	4 3 2	- - -	*i* 49 19 0	40 7 0	- - -	788 0
5. Crewkerne	7 11 11	154 0 11	138 5 8	*a* 375 0 0	60 1 2	- - -	1,427 18
6. High Ham and Ashcott	- - -	49 14 0	- - -	- - -	4 4 0	- - -	63 18
7. Ilchester	8 0 0	3 15 0	- - -	75 0 0	*j* 431 9 10	- - -	1,014 15
8. Ilminster	4 9 0	254 16 11	5 0 0	*k* 805 1 6	43 0 11	- - -	1,885 3
9. Langport, Somerton, and Castle Cary	- - -	152 0 3	- - -	*l* 790 7 6	66 19 1	- - -	3,099 4
10. Martock and South Petherton Roads (united)	8 0 6	34 14 3	- - -	*m* 146 12 0	17 10 3	- - -	667 8
11. "Minehead Roads" (united)	0 13 7	137 11 3	185 14 7	*n* 935 0 0	60 16 2	- - -	1,731 18
12. Shepton Mallet	- - -	68 16 11	41 9 4	- - -	55 17 5	- - -	2,078 5
13. Taunton	7 11 10	87 4 2	40 0 0	1,800 0 0	67 5 11	- - -	3,749 2
14. Wedmore	- - -	0 17 0	- - -	150 0 0	21 17 7	- - -	602 4
15. Wells	3 11 5	266 0 8	- - -	- - -	59 5 11	- - -	1,679 13
16. West Harptry	8 4 7	79 3 8	- - -	*o* 340 0 0	53 10 10	- - -	934 7
17. Weston-super-Mare and Worle	25 2 6	48 11 6	- - -	- - -	0 5 0	- - -	93 0
18. Wincanton	28 7 0	33 2 9	- - -	990 0 0	10 19 8	- - -	1,118 15
19. Yeovil	53 7 8	- - -	643 15 1	- - -	*p* 551 3 10	- - -	2,320 0
	£ 229 7 5	2,731 4 9	1,054 4 8	7,380 0 0	1,682 10 11	- - -	30,419 18
COUNTY OF STAFFORD.							
1. Albrighton and Tong	0 11 8	14 9 2	- - -	100 0 0	7 13 6	- - -	129 9
2. Ashborne to Leek	- - -	- - -	- - -	*q* 200 0 0	7 12 3	- - -	512 17
3. Blyth Marsh	13 19 2	77 0 11	- - -	*r* 324 0 0	56 5 8	- - -	3,869 4
4. Burton-upon-Trent to Abbot's Bromley	- - -	34 9 1	- - -	- - -	1 0 0	- - -	181 1
5. Butterton Moor End	0 5 2	33 1 7	- - -	*s* 308 4 0	16 19 6	- - -	380 10
6. Cannock and Penkridge	- - -	- - -	- - -	- - -	2 14 0	- - -	86 7
7. Cheadle (Five Districts consolidated)	- - -	17 0 1	42 [illegible] 5	*t* 392 10 0	102 19 6	- - -	1,460 16
8. Darlaston	- - -	- - -	- - -	- - -	7 1 1	- - -	27 1
9. Darley Moor and Ellaston	2 15 2	- - -	- - -	- - -	10 15 9	- - -	126 5
10. Great Chell and Shelton	9 8 2	- - -	- - -	- - -	- - -	- - -	133 11
11. Handsworth and Perry Bar (united)	0 2 6	- - -	- - -	- - -	19 16 5	- - -	727 17
12. Hanley and Bucknall	0 5 0	96 6 0	40 13 6	780 8 0	19 0 0	- - -	2,459 18
13. High Bridges and Uttoxeter	16 7 5	11 17 0	145 15 9	- - -	5 5 3	- - -	396 14
14. Lawton, Burslem, and Newcastle-under-Lyme	15 4 8	- - -	427 [illegible] 0	- - -	65 17 8	- - -	2,812 7
15. Leek, Buxton, and Monyash	27 13 3	44 14 3	- - -	*w* 562 16 0	16 11 3	75 10 0	960 5
16. Lichfield (united)	3 5 10	- - -	- - -	- - -	42 17 4	- - -	966 17
17. New Biddulph	- - -	7 10 0	- - -	- - -	30 4 6	- - -	231 16
18. Newcastle-under-Lyme and Eccleshall	- - -	- - -	- - -	75 0 0	8 13 2	- - -	249 10
19. Newcastle-under-Lyme to Leek	23 18 8	18 2 6	- - -	425 1 0	15 13 5	- - -	1,625 6
20. Newcastle-under-Lyme and Nantwich	- - -	37 11 3	- - -	*x* 242 5 9	13 15 0	- - -	943 13

a For debts of 400*l.* *b* For debts of 294*l.* *c* Interest abolished by Act of Parliament. *d* For debts of 248*l.* 10*s.* 6*d.*
i For debts of 50*l.* *j* Including 30*l.* compensation to officers. *k* For debts of 1,225*l.* *l* For debts of 1,000*l.*
q For debts of 232*l.* 7*s.* *r* For debts of 329*l.* *s* For debts of 310*l.* 2*s.* 6*d.* *t* For debts of 415*l.*

DEBTS.						ARREARS OF INCOME.					
27. Bonded or Mortgage Debts.	28. Rate of Interest per cent.	29. Floating Debts.	30. Unpaid Interest.	31. Balance due to Treasurers on 31st Dec. 1874.	32. Total Debts.	33. Arrears of Tolls for current Year.	34. Arrears of Parish Composition for current Year.	35. Arrears of other Receipts for current Year.	36. Arrears of former Years.	37. Balance in Treasurers' Hands on 31st Dec. 1874.	38. Total Assets.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
2,000 0 0	None	- - -	- - -	- - -	2,800 0 0	41 13 4	- - -	- - -	- - -	373 5 8	414 19 0
2,000 0 0	1	60 0 0	33 9 4	- - -	2,093 9 4	- - -	- - -	- - -	- - -	199 12 1	199 12 1
800 0 0	1*d.*	- - -	0 7 1	- - -	858 7 1	- - -	- - -	- - -	- - -	153 5 4	153 5 4
4,994 9 9	1*d.*	- - -	- - -	- - -	5,384 9 9	- - -	- - -	- - -	- - -	232 0 8	232 0 8
730 12 6	4	- - -	- - -	- - -	730 12 6	24 13 4	- - -	- - -	- - -	273 7 9	298 1 1
120 0 0	None	- - -	- - -	- - -	120 0 0	- - -	- - -	- - -	- - -	13 16 11	13 16 11
4,010 10	*c* None	2 2 0	4 10 4	33 19 6	6,105 2 8	59 8 4	- - -	- - -	- - -	- - -	59 8 4
1,840 0 0	None	- - -	- - -	- - -	1,840 0 0	192 15 0	- - -	- - -	- - -	131 6 2	324 1 2
1,410 0 0	4 & 5	90 0 0	70 0 0	- - -	1,410 0 0	- - -	- - -	- - -	- - -	194 2 9	194 2 9
7 7 10	5	- - -	*f* - - -	1 10 10	9,558 18 8	—	—	—	—	—	—
1,000 0 0	2	- - -	- - -	- - -	1,000 0 0	- - -	- - -	- - -	- - -	96 15 7	96 15 7
650 0 0	*c* None	- - -	- - -	- - -	650 0 0	- - -	- - -	- - -	- - -	40 1 9	40 1 9
35,0 11	- -	152 2 0	146 19 5	51 11 6	38,935 13 10	381 15 0	- - -	- - -	- - -	2,226 7 7	2,608 2 7
15,285 0 0	4½	100 0 0	- - -	- - -	15,285 0 0	- - -	- - -	144 11 7	- - -	342 10 7	487 2 2
30,539 19 1	2	- - -	- - -	- - -	30,539 19 1	- - -	- - -	- - -	- - -	234 12 8	234 12 8
5,100 0 0	1	- - -	- - -	- - -	5,100 0 0	84 8 4	- - -	- - -	- - -	795 17 4	880 5 8
330 0 0	5	- - -	130 0 0	- - -	330 0 0	- - -	- - -	- - -	- - -	201 5 7	201 5 7
3,150 0 0	4	- - -	- - -	- - -	3,150 0 0	- - -	- - -	- - -	- - -	157 1 6	157 1 6
1,623 19 0	1¾	6 2 6	27 16 6	- - -	1,623 19 0	13 15 0	- - -	- - -	- - -	17 7 3	31 2 3
—	—	—	—	—	—	—	—	—	—	—	—
5,298 15 0	2	25 0 0	73 15 0	- - -	5,298 15 0	- - -	- - -	- - -	- - -	38 10 3	38 10 3
4,776 11 3	3	16 0 0	120 11 3	- - -	4,776 11 3	- - -	89 17 0	- - -	- - -	459 8 0	549 5 0
700 0 0	3¼	- - -	- - -	- - -	700 0 0	- - -	- - -	- - -	- - -	280 5 2	280 5 2
3,412 14 2	3	- - -	- - -	47 14 2	3,412 14 2	—	—	—	—	—	—
1,497 16 7	4 & 4½	- - -	47 16 7	- - -	1,497 16 7	- - -	- - -	- - -	- - -	81 6 7	81 6 7
1,600 0 0	3	- - -	- - -	130 19 1	1,730 19 1	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
6,329 0 0	4 to 4½	- - -	309 12 3	- - -	6,629 12 3	- - -	- - -	- - -	- - -	544 13 0	544 13 0
5,261 2 6	1½	- - -	50 2 3	- - -	5,311 4 9	- - -	41 7 4	- - -	- - -	236 17 4	278 4 8
2,005 0 0	2½	- - -	- - -	- - -	2,005 0 0	- - -	- - -	- - -	43 18 5	151 2 5	195 0 10
—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
86 1 7	- -	147 2 6	759 13 10	178 13 3	87,391 11 2	98 3 4	131 4 4	144 11 7	43 18 5	3,540 17 8	3,958 15 4
350 0 0	3	- - -	- - -	- - -	350 0 0	- - -	- - -	- - -	- - -	31 0 4	31 0 4
717 2 7	None	- - -	- - -	- - -	717 2 7	- - -	- - -	- - -	- - -	84 3 4	84 3 4
1,368 9 7	5	137 10 0	68 19 7	- - -	1,368 9 7	- - -	- - -	- - -	- - -	501 2 6	501 2 6
1,013 15 6	3½	13 15 6	- - -	- - -	1,013 15 6	- - -	- - -	- - -	- - -	121 5 6	121 5 6
721 19 0	3½	- - -	14 19 0	- - -	721 19 0	56 5 0	- - -	- - -	- - -	466 3 0	522 8 0
505 0 0	1	- - -	5 0 0	- - -	505 0 0	- - -	- - -	- - -	- - -	128 10 1	128 10 1
1,412 17 4	2½	- - -	24 5 0	- - -	1,412 17 4	165 0 0	- - -	- - -	- - -	647 11 3	812 11 3
15,250 0 0	None	- - -	- - -	- - -	15,250 0 0	- - -	- - -	- - -	- - -	1,225 3 8	1,225 3 8
1,983 0 0	None	- - -	- - -	- - -	1,983 0 0	- - -	- - -	- - -	- - -	111 7 1	111 7 1
1,000 0 0	None	- - -	- - -	- - -	1,000 0 0	- - -	- - -	- - -	- - -	136 19 0	136 19 0
619 5 4	3	- - -	18 0 9	- - -	619 5 4	- - -	- - -	- - -	- - -	4 14 4	4 14 4
1,055 12 0	4	- - -	40 12 0	- - -	1,055 12 0	- - -	- - -	- - -	- - -	555 16 8	555 16 8
624 0 0	2	- - -	- - -	24 15 1	624 15 1	—	—	—	—	—	—
- - -	- -	721 17 7	- - -	- - -	721 17 7	- - -	- - -	- - -	- - -	1,559 6 2	1,559 6 2
1,523 0 8	*c* None	- - -	28 6 2	- - -	1,523 0 8	- - -	- - -	- - -	- - -	657 9 9	657 9 9
- - -	- -	- - -	- - -	- - -	- - -	58 3 4	- - -	- - -	- - -	429 5 9	487 9 1
8,361 15 0	5	- - -	4,071 15 0	- - -	8,361 15 0	22 4 0	- - -	- - -	- - -	207 17 4	230 1 4
5,525 0 0	None	- - -	- - -	- - -	5,525 0 0	- - -	- - -	- - -	- - -	34 18 4	34 18 4
2,429 3 8	3½	653 14 10	38 0 0	- - -	1,770 18 6	- - -	- - -	80 0 0	- - -	169 12 10	249 12 10
737 0 0	*c* None	- - -	- - -	- - -	737 0 0	- - -	- - -	- - -	- - -	246 2 4	246 2 4

ıds actually issued for 5,600*l.* only. *f* None has ever been paid. *g* For debts of 300*l.* *h* For debts of 2,100*l.*
For debts of 150*l.* *n* For debts of 1,100*l.* *o* For debts of 810*l.* *p* Including 461*l.* 10*s.* compensation to officers.
u A portion at 15*s.* per cent. *v* Reduced 300*l.* unclaimed. *w* For debts of 587*l.* 15*s.* 6*d.* *x* For debts of 250*l.*

1. NAMES OF COUNTIES AND TRUSTS.	2. Balance in Treasurers' Hands on 1st Jan. 1874.	3. Balance due to the Treasurers on 1st Jan. 1874.	INCOME. 4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amo of M borrow the Se of the
COUNTY OF STAFFORD—*cont.*	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£
21. Rugeley and Stone, and Branches (united)	50 14 10	- - -	777 0 0	- - -	- - -	- - -	- - -	-
22. Sandon, Hugbridge, Hilderstone, and Draycott-in-the-Moors	169 4 10	- - -	654 0 0	- - -	- - -	- - -	13 8 11	-
23. Sedgley Roads, Old and New (united)	799 5 6	- - -	1,202 0 0	- - -	- - -	- - -	9 2 5	-
24. Spath and Hanging Bridge	107 5 6	- - -	221 13 4	- - -	- - -	- - -	- - -	-
25. Stafford District	369 15 4	- - -	1,461 0 0	- - -	- - -	- - -	31 5 1	-
26. Stone, Lane End, and Trentham	305 11 0	- - -	695 0 0	- - -	- - -	- - -	3 0 0	-
27. Stourbridge and Bridgnorth	210 11 1	- - -	445 0 0	- - -	- - -	- - -	5 0 0	-
28. Streetway and Wordsley Green, and Wolverhampton and Cannock	42 18 10	- - -	1,471 13 4	- - -	- - -	1 7 6	- - -	-
29. Tamworth	351 17 7	- - -	937 12 0	- - -	- - -	- - -	- - -	-
30. Tunstall and Bosley	148 12 9	- - -	1,000 0 0	- - -	- - -	- - -	- - -	-
31. Uttoxeter and Blythe Marsh	267 1 9	- - -	535 6 8	- - -	- - -	- - -	- - -	-
32. Uttoxeter and Callingwood Plain	69 17 10	- - -	163 10 0	- - -	- - -	- - -	- - -	-
33. Uttoxeter and Stoke, and Millwich and Sandon	159 4 5	- - -	190 0 0	- - -	- - -	- - -	- - -	-
34. Wolverhampton, Old District	467 13 11	- - -	1,515 0 0	- - -	- - -	- - -	- - -	-
£	9,603 2 1	182 19 3	30,612 8 11	58 6 8	75 10 0	1 7 6	259 7 11	-
COUNTY OF SUFFOLK.								
1. Ipswich to Helmingham, Debenham, &c.	350 1 7	- - -	441 0 0	- - -	- - -	0 2 6	0 1 0	-
2. Ipswich and Stratford	77 7 5	- - -	242 10 0	- - -	- - -	- - -	- - -	-
3. Lakenheath to Hockwold	129 16 8	- - -	193 0 0	- - -	- - -	- - -	- - -	-
4. Mildenhall Burnt Fen	219 4 9	- - -	226 15 0	- - -	- - -	- - -	- - -	-
5. South Town	- - -	76 2 4	*b* 731 10 0	- - -	- - -	- - -	*c* 237 11 0	-
£	776 10 5	76 2 4	1,834 15 0	- - -	- - -	0 2 6	237 12 0	-
COUNTY OF SURREY.								
1. Bedfont and Bagshot	263 10 0	- - -	820 0 0	- - -	- - -	- - -	98 12 0	-
Bramley and Ridgwick:—								
2. First District *e*	153 0 8	- - -	182 3 0	- - -	- - -	- - -	*f* 98 0 0	-
3. Second District *e*	274 10 7	- - -	176 7 5	- - -	- - -	- - -	*f* 239 15 1	-
4. Godalming and Painshill	39 6 4	- - -	198 2 1	- - -	- - -	- - -	- - -	-
5. Guildford and Alfold	153 7 0	- - -	743 14 11	- - -	- - -	- - -	2 13 0	-
6. Guildford and Farnham	211 0 3	- - -	288 18 10	- - -	- - -	- - -	- - -	-
7. Horsham	417 2 7	- - -	1,319 11 8	- - -	- - -	- - -	15 0 0	-
8. Kingston and Leatherhead	516 4 6	- - -	410 16 8	- - -	- - -	- - -	20 0 0	-
9. Reigate	407 0 11	- - -	1,500 16 8	- - -	- - -	- - -	38 18 4	-
£	2,435 2 10	- - -	5,640 11 3	- - -	- - -	- - -	512 18 5	-
COUNTY OF SUSSEX.								
1. Beach Down to Heathfield, Robertsbridge, &c. *e*	- - -	47 8 6	156 0 0	15 0 0	- - -	- - -	*i* 145 0 0	-
2. Beeding and Old Shoreham	28 16 9	- - -	121 0 0	- - -	- - -	- - -	0 14 0	-
3. Brede	213 13 10	- - -	504 2 0	- - -	- - -	- - -	- - -	-
4. Brighton, Cuckfield, and West Grinstead	699 18 3	- - -	1,950 0 0	- - -	- - -	- - -	149 15 5	-
5. Brighton and Newhaven	131 1 7	- - -	662 0 0	- - -	- - -	- - -	2 7 0	-
6. Brighton, Shoreham, and Lancing	- - -	118 1 9	924 8 0	- - -	- - -	- - -	14 2 0	-
7. Bury	77 15 1	- - -	139 18 0	- - -	- - -	- - -	- - -	-
8. Cowfold and Henfield	98 11 3	- - -	315 0 0	- - -	- - -	- - -	3 8 6	-
9. Five Oaks	198 15 5	- - -	225 0 0	- - -	- - -	- - -	0 6 0	-
10. Flimwell and Hastings, and Robertsbridge Clappers (united)	368 8 6	- - -	1,797 19 1	- - -	- - -	- - -	- - -	-
11. Henfield	79 9 6	- - -	173 0 0	- - -	- - -	- - -	1 5 0	-

a Contract work. *b* For two years. *c* Including 170*l.* from East Anglian Tramway Company.
g Including 114*l.* 13*s.* 3*d.* paid to the parishes on the Trust ceasing. *h* Allowed to parishes.

10. Total Income.	EXPENDITURE. 11. Manual Labour.	12. Team Labour and Carriage of Materials.	13. Materials for Surface Repairs.	14. Land purchased.	15. Damage done in obtaining Materials.	16. Tradesmen's Bills.	17. Salaries of Treasurer.	18. Salaries of Clerk.	19. Salaries of Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
777 0 0	257 5 10	35 6 6	41 13 10	- - -	- - -	57 3 8	- - -	30 0 0	50 0 0
667 8 11	274 3 8	66 17 10	26 16 7	- - -	4 13 0	7 2 2	- - -	30 0 0	50 0 0
211 2 5	- - -	- - -	- - -	- - -	- - -	- - -	- - -	40 0 0	- - -
221 13 4	84 19 10	26 7 0	6 17 0	- - -	2 0 0	2 15 8	- - -	15 0 0	25 0 0
492 5 1	591 13 7	177 17 11	558 19 4	- - -	- - -	10 2 6	- - -	70 0 0	100 0 0
698 0 0	210 3 6	81 1 0	62 11 0	- - -	- - -	3 5 5	- - -	15 0 0	60 0 0
450 0 0	149 0 4	- - -	21 14 0	- - -	- - -	- - -	- - -	10 10 0	12 12 0
473 0 10	*a* 1,204 9 10	- - -	- - -	- - -	- - -	- - -	25 0 0	- - -	100 0 0
937 12 0	285 11 5	111 0 4	175 17 3	- - -	2 0 0	96 9 10	15 0 0	30 0 0	100 0 0
000 0 0	399 10 9	85 0 9	206 19 4	- - -	- - -	7 10 10	- - -	30 0 0	35 0 0
535 6 8	150 1 7	49 2 9	13 10 9	- - -	2 11 0	15 5 2	- - -	12 0 0	25 0 0
163 10 0	*a* 80 0 0	- - -	- - -	- - -	- - -	- - -	- - -	7 0 0	- - -
190 0 0	*a* 50 0 0	- - -	- - -	- - -	- - -	5 9 4	- - -	12 0 0	3 3 0
515 0 0	511 10 8	242 14 0	218 12 10	- - -	- - -	41 4 11	- - -	50 0 0	120 0 0
007 1 0	8,710 5 11	2,919 19 9	6,014 5 7	- - -	26 4 0	934 10 6	54 0 6	838 19 4	1,472 6 0
441 3 6	49 11 10	40 10 6	95 7 9	- - -	- - -	1 8 1	10 0 0	22 10 0	40 0 0
242 10 0	51 10 4	42 0 0	44 2 6	- - -	0 15 0	7 2 0	- - -	- - -	26 0 0
193 0 0	- - -	- - -	16 11 4	- - -	- - -	20 2 10	- - -	10 0 0	6 6 0
226 15 0	- - -	- - -	- - -	- - -	- - -	1 5 4	- - -	10 0 0	10 0 0
969 1 0	158 19 2	- - -	- - -	- - -	- - -	17 13 5	- - -	15 0 0	10 10 0
072 9 6	260 1 4	82 10 6	156 1 7	- - -	0 15 0	47 11 8	10 0 0	57 10 0	92 16 0
918 12 0	204 15 0	- - -	*d* 200 17 6	- - -	- - -	44 10 2	- - -	55 0 0	80 0 0
280 3 0	*g* 149 5 7	18 10 0	52 10 7	- - -	- - -	4 2 7	- - -	7 10 0	10 0 0
416 2 6	38 13 1	14 10 6	71 13 10	- - -	- - -	3 0 1	- - -	7 10 0	10 0 0
198 2 1	- - -	- - -	- - -	- - -	- - -	- - -	- - -	8 19 6	- - -
746 7 11	172 18 8	121 6 0	144 17 4	- - -	- - -	23 5 0	- - -	20 0 0	30 0 0
288 18 10	94 4 6	15 13 0	10 4 0	- - -	- - -	1 2 11	- - -	15 0 0	12 12 0
334 11 8	229 14 9	90 14 5	349 2 8	- - -	- - -	7 16 4	- - -	40 0 0	80 0 0
430 16 8	*h* 150 0 0	- - -	- - -	- - -	- - -	15 17 6	- - -	30 0 0	- - -
539 15 0	416 13 8	- - -	*d* 406 7 8	- - -	- - -	42 7 2	20 0 0	45 0 0	60 0 0
153 9 8	1,456 5 3	260 13 11	1,235 13 7	- - -	- - -	142 1 9	20 0 0	228 19 6	282 12 0
316 0 0	74 18 1	42 2 3	77 0 6	- - -	- - -	5 16 8	- - -	15 0 0	- - -
121 14 0	51 10 0	- - -	34 0 0	- - -	- - -	1 5 3	- - -	7 7 0	- - -
504 2 0	70 9 6	56 5 0	174 6 4	- - -	- - -	8 5 11	5 0 0	15 0 0	25 0 0
099 15 5	501 8 9	453 19 11	364 12 6	- - -	14 4 4	95 0 8	- - -	40 0 0	70 0 0
664 7 0	103 12 4	- - -	*j* 136 8 6	- - -	- - -	2 6 6	- - -	25 0 0	15 15 0
938 10 0	253 7 2	66 16 0	193 11 8	- - -	- - -	19 19 3	- - -	20 0 0	81 18 0
139 18 0	*k* 83 3 1	- - -	- - -	- - -	- - -	2 9 5	- - -	19 18 6	- - -
318 8 6	89 16 8	49 10 0	88 0 0	- - -	- - -	15 7 6	- - -	20 0 0	21 0 0
225 6 0	35 10 1	- - -	47 1 0	- - -	- - -	4 4 10	- - -	12 12 0	12 0 0
797 19 1	- - -	- - -	- - -	- - -	- - -	- - -	- - -	25 0 0	- - -
174 5 0	45 4 0	74 10 0	- - -	- - -	- - -	2 11 10	- - -	- - -	5 0 0

(Continued on page 52.)

d Including team labour. *e* Local Act expired 1st November 1874. *f* From sale of Trust property.
i Including proceeds of sale of Trust property. *j* Including materials. *k* Paid to parishes.

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—*continued.* 20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. Total Expenditure.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
COUNTY OF STAFFORD—*cont.*							
21. Rugeley and Stone, and Branches (united)	- - -	74 7 2	- - -	*a* 50 0 0	14 14 3	- - -	610 11
22. Sandon, Hugbridge, Hilderstone, and Draycott-in-the-Moors	0 5 0	25 8 6	5 1 0	170 0 0	23 14 5	- - -	684 2
23. Sedgley Roads, Old and New (united)	- - -	- - -	- - -	853 7 8	- - -	- - -	893 7
24. Spath and Hanging Bridge	5 14 2	- - -	- - -	*b* 100 0 0	7 4 7	- - -	275 18
25. Stafford District	- - -	- - -	- - -	- - -	*c* 197 14 5	- - -	1,706 7
26. Stone, Lane End, and Trentham	2 9 6	34 10 11	- - -	250 0 0	21 16 10	- - -	740 18
27. Stourbridge and Bridgnorth	- - -	43 19 0	13 5 0	*d* 190 0 0	4 14 4	- - -	445 14
28. Streetway and Wordsley Green, and Wolverhampton and Cannock	40 17 2	- - -	106 5 0	- - -	5 18 0	- - -	1,482 10
29. Tamworth	15 15 8	- - -	124 1 9	- - -	62 18 5	- - -	1,018 14
30. Tunstall and Bosley	15 9 2	77 1 9	- - -	- - -	43 15 3	- - -	900 7
31. Uttoxeter and Blythe Marsh	3 8 3	38 13 7	- - -	100 0 0	20 13 10	- - -	430 6
32. Uttoxeter and Callingwood Plain	- - -	- - -	- - -	- - -	6 13 8	- - -	93 13
33. Uttoxeter and Stoke, and Millwich and Sandon	10 14 0	- - -	146 10 0	- - -	18 9 11	- - -	246 6
34. Wolverhampton, Old District	0 11 8	- - -	10 18 2	- - -	*e* 215 16 11	- - -	1,411 9
£	209 1 3	686 2 9	1,062 5 7	5,123 12 5	1,095 0 1	75 10 0	29,222 3
COUNTY OF SUFFOLK.							
1. Ipswich to Helmingham, Debenham, &c.	10 7 2	117 3 6	- - -	- - -	7 11 1	- - -	394 9
2. Ipswich and Stratford	20 6 0	39 7 6	- - -	- - -	17 2 11	- - -	248 6
3. Lakenheath to Hockwold	33 11 0	25 8 8	- - -	100 0 0	6 0 1	- - -	217 19
4. Mildenhall Burnt Fen	52 7 10	44 7 5	- - -	*g* 202 10 0	6 13 8	- - -	327 4
5. South Town	60 12 8	25 14 7	- - -	490 0 0	6 6 0	- - -	784 15
£	177 4 8	252 1 8	- - -	792 10 0	43 13 9	- - -	1,972 16
COUNTY OF SURREY.							
1. Bedfont and Bagshot	20 16 10	141 16 10	- - -	- - -	5 10 5	- - -	753 6
Bramley and Ridgwick:—							
2. First District	36 15 6	3 19 0	- - -	137 17 7	12 12 10	- - -	433 3
3. Second District	38 14 1	6 1 3	- - -	*i* 463 4 10	37 5 5	- - -	690 13
4. Godalming and Painshill	- - -	- - -	- - -	- - -	9 10 3	- - -	18 9
5. Guildford and Alfold	4 15 0	51 10 2	- - -	100 0 0	16 19 3	- - -	685 11
6. Guildford and Farnham	5 0 3	19 0 6	- - -	100 0 0	3 10 11	- - -	276 8
7. Horsham	1 11 6	102 2 3	- - -	*k* 410 0 0	24 17 6	- - -	1,335 19
8. Kingston and Leatherhead	- - -	63 11 7	- - -	- - -	2 0 0	- - -	261 9
9. Reigate	17 6 6	135 5 0	- - -	*a* 89 0 0	19 12 6	- - -	1,251 12
£	124 19 8	523 6 7	- - -	1,300 2 5	131 19 1	- - -	5,706 13
COUNTY OF SUSSEX.							
1. Beach Down to Heathfield, Robertsbridge, &c.	51 8 6	- - -	- - -	- - -	2 5 6	- - -	268 11
2. Beeding and Old Shoreham	6 19 1	7 12 10	- - -	- - -	1 1 0	- - -	109 15
3. Brede	33 6 8	102 19 2	- - -	*l* 209 0 0	7 4 0	- - -	706 16
4. Brighton, Cuckfield, and West Grinstead	13 17 0	16 16 5	- - -	700 0 0	30 11 11	- - -	2,300 11
5. Brighton and Newhaven	0 10 0	158 0 0	110 8 0	- - -	15 1 6	- - -	567 1
6. Brighton, Shoreham, and Lancing	84 2 8	- - -	46 12 9	- - -	*m* 76 10 7	- - -	842 18
7. Bury	0 10 6	19 10 9	- - -	*n* 60 0 0	13 12 1	- - -	199 4
8. Cowfold and Henfield	0 10 0	11 5 0	- - -	- - -	4 12 3	- - -	300 1
9. Five Oaks	4 17 8	62 18 10	- - -	*p* 28 7 9	4 17 7	- - -	212 9
10. Flimwell and Hastings and Robertsbridge Clappers (united)	5 9 5	449 12 0	- - -	*q* 1,355 8 0	22 8 2	- - -	1,857 17
11. Henfield	14 19 2	31 1 7	- - -	- - -	1 0 0	- - -	174 6

(Continued from page 51.)

a For debts of 100*l.* *b* For debts of 170*l.* *c* Including 156*l.* 12*s.* 7*d.* for repair of toll-houses.
g For debts of 450*l.* *h* Including 1,300*l.* at 5 per cent. *i* For debts of 1,099*l.* 6*s.* 8*d.*
m Including 50*l.* 1*s.* 4*d.* for lighting and watering. *n* For debts of 300*l.* *o* Interest abolished by Act of Parliament.

DEBTS.						ARREARS OF INCOME.					
27. Bonded or Mortgage Debts.	28. Rate of Interest per cent.	29. Floating Debts.	30. Unpaid Interest.	31. Balance due to Treasurers on 31st Dec. 1874.	32. Total Debts.	33. Arrears of Tolls for current Year.	34. Arrears of Parish Composition for current Year.	35. Arrears of other Receipts for current Year.	36. Arrears of former Years.	37. Balance in Treasurers' Hands on 31st Dec. 1874.	38. Total Assets.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
02 10 0	2	- - -	- - -	- - -	3,602 10 0	- - -	- - -	- - -	- - -	217 3 7	217 3 7
00 0 0	5	- - -	- - -	- - -	300 0 0	- - -	- - -	0 3 0	- - -	152 11 7	152 14 7
91 3 11	None	- - -	- - -	- - -	4,291 3 11	- - -	- - -	- - -	- - -	1,117 0 3	1,117 0 3
49 5 0	2	- - -	28 7 8	- - -	1,277 12 8	- - -	- - -	- - -	- - -	53 0 7	53 0 7
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	155 12 8	155 12 8
50 0 0	1	- - -	- - -	- - -	3,150 0 0	5 0 0	- - -	4 0 0	- - -	262 12 10	271 12 10
50 0 0	4	- - -	56 0 0	- - -	706 0 0	- - -	- - -	- - -	- - -	214 16 5	214 16 5
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	33 9 8	33 9 8
- - -	- - -	- - -	- - -	- - -	- - -	11 2 0	- - -	- - -	90 12 0	270 14 11	372 8 11
71 0 0	2	- - -	2 5 2	- - -	2,073 5 2	- - -	- - -	- - -	- - -	248 4 11	248 4 11
00 0 0	2	- - -	- - -	- - -	1,900 0 0	- - -	- - -	- - -	- - -	372 1 6	372 1 6
90 12 6	None	- - -	- - -	- - -	1,190 12 6	- - -	- - -	- - -	- - -	139 14 2	139 14 2
75 0 0	None	- - -	- - -	- - -	3,775 0 0	- - -	- - -	- - -	- - -	102 18 2	102 18 2
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	571 4 9	571 4 9
79 9 1	- -	1,526 17 11	4,396 10 4	24 15 1	67,527 12 5	317 14 4	- -	84 3 0	90 12 0	11,229 15 3	11,722 4 7
50 0 0	$3\frac{1}{2}$	- - -	185 12 7	- - -	3,635 12 7	- - -	- - -	- - -	- - -	396 15 2	396 15 2
25 0 0	$3\frac{1}{2}$	- - -	- - -	- - -	1,125 0 0	- - -	- - -	- - -	- - -	71 11 2	71 11 2
18 0 0	$2\frac{1}{2}$	- - -	- - -	- - -	4,918 0 0	- - -	- - -	- - -	- - -	104 16 9	104 16 9
23 0 0	1	- - -	19 4 11	- - -	1,842 4 11	- - -	- - -	- - -	- - -	118 15 6	118 15 6
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	108 2 10	108 2 10
16 0 0	- -	- - -	204 17 6	- - -	11,520 17 6	- - -	- - -	- - -	- - -	800 1 5	800 1 5
00 0 0	4	179 11 5	125 0 0	- - -	5,004 11 5	- - -	- - -	70 0 0	- - -	428 15 3	498 15 3
—	—	—	—	—	—	—	—	—	—	—	—
j —	—	—	—	—	—	—	—	—	—	—	—
37 0 0	1*d.*	- - -	- - -	- - -	1,537 0 0	- - -	- - -	- - -	- - -	218 18 8	218 18 8
00 0 0	4	58 0 0	30 0 0	- - -	1,288 0 0	- - -	- - -	- - -	- - -	214 3 6	214 3 6
20 0 0	3	- - -	1 4 0	- - -	421 4 0	- - -	- - -	- - -	- - -	223 11 0	223 11 0
25 0 0	4	- - -	- - -	- - -	2,125 0 0	- - -	- - -	15 0 0	- - -	415 14 10	430 14 10
37 1 8	$1\frac{1}{2}$	191 8 6	391 0 0	- - -	7,319 10 2	- - -	- - -	5 0 0	- - -	685 12 1	690 12 1
90 0 0	2	- - -	123 10 9	- - -	6,413 10 9	- - -	- - -	6 6 1	- - -	695 3 5	701 9 6
09 1 8	- -	428 19 11	670 14 9	- - -	24,108 16 4	- - -	- - -	96 6 1	- - -	2,881 18 9	2,978 4 10
—	—	—	—	—	—	—	—	—	—	—	—
90 0 0	3	10 18 6	95 8 0	- - -	1,696 6 6	- - -	- - -	- - -	- - -	40 15 7	40 15 7
85 0 0	3	- - -	- - -	- - -	3,085 0 0	- - -	- - -	- - -	- - -	10 19 3	10 19 3
00 0 0	$3\frac{1}{2}$	- - -	- - -	- - -	300 0 0	- - -	- - -	- - -	- - -	499 2 2	499 2 2
00 0 0	2	95 11 4	158 0 0	- - -	8,153 11 4	108 0 0	- - -	- - -	- - -	228 6 9	336 6 9
- - -	- - -	- - -	- - -	22 9 10	22 9 10	—	—	—	—	—	—
25 0 0	*o* None	24 6 8	- - -	- - -	1,549 6 8	- - -	- - -	- - -	- - -	18 8 9	18 8 9
25 0 0	1	- - -	- - -	- - -	1,125 0 0	- - -	- - -	- - -	- - -	116 18 4	116 18 4
40 0 0	$1\frac{1}{2}$	- - -	61 9 6	- - -	4,201 9 6	- - -	- - -	- - -	- - -	211 11 8	211 11 8
86 6 5	3	- - -	770 17 0	- - -	14,057 3 5	- - -	- - -	- - -	- - -	308 10 0	308 10 0
34 10 0	1	- - -	- - -	- - -	3,134 10 0	- - -	- - -	- - -	- - -	79 7 11	79 7 11

d For debts of 250*l.* *e* Including 161*l.* 10*s.* for gas. *f* Including 3,918*l.* not bearing interest.
The Local Act having expired, the remaining debt of 450*l.* 13*s.* 4*d.* is omitted. *k* For debts of 423*l.* *l* For debts of 525*l.*
p For debts of 35*l.* 9*s.* 8*d.* *q* For debts of 2,822*l.* 0*s.* 3*d.* *r* Including 788*l.* at $1\frac{1}{2}$ per cent., and 2,431*l.* not bearing interest.

1. NAMES OF COUNTIES AND TRUSTS.	2. Balance in Treasurers' Hands on 1st Jan. 1874.	3. Balance due to the Treasurers on 1st Jan. 1874.	INCOME. 4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amoun Mon borrow the Sec of the T
COUNTY OF SUSSEX—*cont.*	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
12. Hollington and Hastings	27 17 0	- - -	660 15 0	- - -	- - -	- - -	- - -	- -
13. Horsham and Crawley *a*	172 5 3	- - -	*a* - - -	- - -	- - -	- - -	- - -	- -
14. Horsham and Guildford *a*	421 15 7	- - -	*a* - - -	- - -	- - -	- - -	- - -	- -
15. Horsham and Steyning	165 5 8	- - -	493 10 0	- - -	- - -	- - -	9 11 8	- -
16. Lewes to Eastbourne and Hailsham	209 2 9	- - -	684 3 2	- - -	- - -	- - -	4 18 0	- -
17. Mayfield and Wadhurst	275 5 7	- - -	1,650 15 0	- - -	- - -	- - -	26 3 3	- -
18. New Chapel, Lindfield, and Brighthelmston	142 3 5	- - -	610 0 0	433 19 3	- - -	- - -	- - -	- -
19. Petworth	199 19 6	- - -	991 0 0	- - -	- - -	- - -	15 17 9	- -
20. Pyecombe and Hicksted	163 2 5	- - -	402 10 0	- - -	- - -	- - -	2 9 2	- -
21. Saint Leonards and Sedlescomb	292 17 5	- - -	801 0 0	- - -	- - -	- - -	- - -	- -
22. Staplecross	189 3 5	- - -	241 7 0	- - -	- - -	- - -	- - -	- -
23. Storrington and Ball's Hutt	191 15 4	- - -	217 5 0	- - -	- - -	- - -	- - -	- -
24. Storrington and Wiston	0 3 5	- - -	487 15 0	- - -	- - -	- - -	1 6 0	- -
25. Tunbridge Wells to Maresfield and New Road (united)	471 3 8	- - -	794 0 0	- - -	- - -	- - -	- - -	- -
26. Worthing and Branch	182 11 6	- - -	379 6 8	- - -	- - -	- - -	7 15 6	- -
£	5,001 2 1	165 10 3	15,381 13 11	448 19 3	- - -	- - -	384 19 3	- -
COUNTY OF WARWICK.								
1. Birmingham and Blakedown Pool	591 1 0	- - -	920 0 0	- - -	- - -	- - -	0 10 11	- -
2. Castle Bromwich and Birmingham, and Stonnall and Stonebridge (united)	70 0 6	- - -	513 6 8	- - -	- - -	- - -	- - -	- -
3. Coventry and Stoney Stanton *e*	218 12 11	- - -	563 18 0	- - -	- - -	- - -	*f* 51 13 0	- -
4. Dunchurch and Southam	- - -	8 0 11	122 6 8	80 10 0	- - -	- - -	- - -	- -
5. Evesham and Alcester, Alcester District *e*	35 15 4	- - -	215 0 0	- - -	- - -	- - -	*g* 158 0 0	- -
6. Fillongley and Over Whitacre	77 4 8	- - -	222 11 8	- - -	- - -	- - -	- - -	- -
7. Finford Bridge and Banbury	198 12 4	- - -	671 0 0	115 10 11	- - -	- - -	9 11 8	- -
8. Hinckley and Coventry	168 14 4	- - -	1,085 0 0	- - -	- - -	- - -	1 16 0	- -
9. Mancetter and Wolvey Heath	99 10 5	- - -	191 8 1	- - -	- - -	- - -	- - -	- -
10. Rugby and Hinckley, and Rugby and Kilworth, and Lutterworth (united)	234 2 8	- - -	935 13 2	- - -	- - -	2 6 0	- - -	- -
11. Rugby and Warwick	125 19 9	- - -	372 10 0	- - -	- - -	0 6 0	1 0 0	- -
12. Southam and Kineton *e*	81 9 9	- - -	85 16 8	- - -	- - -	- - -	*f* 118 10 6	- -
13. Stratford and Edgehill	45 3 11	- - -	315 5 0	85 10 0	- - -	- - -	- - -	- -
14. Stratford-upon-Avon and Long Compton	253 9 8	- - -	1,009 17 11	- - -	- - -	- - -	2 12 0	- -
15. Warwick, Coventry, and Leamington	720 14 1	- - -	811 5 0	- - -	- - -	- - -	25 6 0	- -
£	2,920 11 4	8 0 11	8,034 18 10	281 10 11	- - -	2 12 0	369 0 1	- -
COUNTY OF WESTMORLAND.								
1. Ambleside	227 14 1	- - -	1,100 0 0	- - -	- - -	0 2 6	13 11 8	- -
2. Brough and Eamont Bridge	29 8 8	- - -	260 0 0	- - -	- - -	- - -	24 0 0	- -
3. Heronsyke and Eamont Bridge	428 10 7	- - -	567 0 0	- - -	- - -	- - -	1 18 5	- -
4. Kirkby Lonsdale, Kendal, and Milnthorpe	237 18 5	- - -	614 15 0	- - -	- - -	- - -	1 17 0	- -
5. Kirkby Stephen and Hawes	392 0 3	- - -	*j* - - -	- - -	- - -	- - -	- - -	- -
6. Milnthorpe and Levens *e*	343 10 11	- - -	311 0 0	- - -	- - -	- - -	*g* 163 18 7	- -
£	1,659 2 11	- - -	2,852 15 0	- - -	- - -	0 2 6	205 5 8	- -

a The Local Act expired 1st November 1873.
b Including team labour.
c For ¾ year.
d For 1¼ year.
i Including contract work.
j Local Act expired 1st November 1874; final account not yet received.

10. Total Income.	EXPENDITURE. 11. Manual Labour.	12. Team Labour and Carriage of Materials.	13. Materials for Surface Repairs.	14. Land purchased.	15. Damage done in obtaining Materials.	16. Tradesmen's Bills.	17. Salaries of Treasurer.	18. Salaries of Clerk.	19. Salaries of Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
560 15 0	- - -	- - -	- - -	- - -	- - -	3 12 0	- - -	20 0 0	- - -
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
503 1 8	157 19 3	- - -	150 2 8	- - -	- - -	81 10 2	- - -	13 0 0	25 0 0
589 1 2	124 18 9	216 17 6	110 3 3	- - -	46 2 6	27 16 8	- - -	15 0 0	60 0 0
376 18 3	231 15 1	572 4 1	475 0 2	- - -	- - -	14 4 3	- - -	50 0 0	54 12 0
043 19 3	249 4 7	198 15 2	316 13 1	- - -	10 12 6	24 5 1	- - -	20 0 0	30 0 0
006 17 9	288 10 0	128 7 4	140 10 8	- - -	1 10 0	27 4 3	15 0 0	32 8 0	77 12 0
404 19 2	104 17 4	69 12 0	19 13 9	- - -	11 3 1	42 6 11	- - -	- - -	10 0 0
301 0 0	80 0 0	93 3 6	36 3 0	- - -	- - -	30 10 2	- - -	12 0 0	10 0 0
241 7 0	29 2 9	64 2 5	62 19 0	- - -	- - -	4 6 10	2 10 0	10 0 0	12 0 0
217 5 0	40 1 4	- - -	85 19 6	- - -	- - -	0 19 4	- - -	12 12 0	- - -
489 1 0	70 16 9	- - -	*b* 314 4 0	- - -	2 10 0	8 4 7	- - -	18 18 0	*c* 3 15 0
794 0 0	158 8 5	248 5 4	241 3 2	- - -	- - -	24 17 5	- - -	20 0 0	36 0 0
387 2 2	143 18 0	6 9 0	141 0 6	- - -	- - -	42 10 2	- - -	21 0 0	35 0 0
215 12 5	2,988 11 11	2,340 19 6	3,208 13 3	- - -	86 2 5	489 15 8	22 10 0	444 15 6	584 12 0
920 10 11	209 7 0	75 13 0	137 5 8	- - -	7 12 0	15 3 3	- - -	25 0 0	*d* 93 15 0
513 6 8	192 17 0	15 19 0	90 9 0	- - -	- - -	15 12 3	- - -	20 0 0	30 0 0
515 11 0	189 18 4	- - -	- - -	- - -	- - -	- - -	- - -	22 10 0	15 0 0
302 16 8	41 8 3	28 12 5	88 12 10	- - -	- - -	- - -	2 2 0	5 0 0	5 0 0
73 0 0	72 16 8	27 14 0	5 14 4	- - -	- - -	12 14 1	- - -	- - -	*h* 30 0 0
22 11 8	47 16 3	17 5 10	21 16 3	- - -	- - -	- - -	- - -	- - -	20 0 0
96 2 7	208 14 6	41 6 3	213 10 9	- - -	- - -	1 18 8	20 0 0	10 0 0	45 0 0
986 16 0	475 16 10	135 18 0	487 3 4	- - -	- - -	- - -	- - -	31 10 0	60 0 0
991 8 1	- - -	- - -	- - -	- - -	- - -	- - -	- - -	15 0 0	20 0 0
337 19 2	253 2 1	69 9 8	173 0 8	- - -	- - -	35 18 9	- - -	19 0 0	71 0 0
773 16 0	98 8 9	38 19 4	74 5 6	- - -	- - -	4 3 0	- - -	9 0 0	21 0 0
204 7 2	- - -	- - -	- - -	- - -	- - -	- - -	10 16 6	- - -	- - -
400 15 0	203 1 8	91 7 2	37 2 11	- - -	2 16 8	0 16 4	- - -	5 0 0	- - -
912 9 11	349 6 3	- - -	55 8 2	- - -	12 18 3	94 14 5	- - -	21 0 0	52 0 0
836 11 0	144 7 0	73 4 0	101 8 7	- - -	10 0 0	11 5 9	- - -	31 10 0	50 0 0
788 1 10	2,487 0 7	615 8 8	1,485 18 0	- - -	33 6 11	192 6 6	32 18 6	214 10 0	512 15 0
713 14 2	*i* 734 18 1	120 0 0	150 0 0	- - -	15 0 0	26 17 11	10 0 0	20 0 0	30 0 0
384 0 0	107 6 8	20 3 8	17 7 4	- - -	- - -	7 10 7	- - -	15 0 0	25 0 0
268 18 5	- - -	- - -	- - -	- - -	- - -	- - -	- - -	15 0 0	- - -
516 12 0	274 17 11	50 8 6	24 3 8	- - -	- - -	15 7 10	5 0 0	12 10 0	25 0 0
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
174 18 7	*k* 283 9 2	- - -	22 12 6	- - -	- - -	- - -	9 0 0	9 0 0	15 16 0
958 3 2	1,400 11 10	190 12 2	214 3 6	- - -	15 0 0	49 16 4	24 0 0	71 10 0	95 16 0

(Continued on page 56.)

i Act expired 1st November 1874. *f* From sale of Trust property. *g* Including proceeds of sale of Trust property. *h* For two years.
k Including 145*l.* 13*s.* 8*d.* paid to the parishes on the Trust ceasing.

(Continued from page 55.)

EXPENDITURE—*continued.*

NAMES OF COUNTIES AND TRUSTS.	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. Total Expenditure.
COUNTY OF SUSSEX—*cont.*	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
12. Hollington and Hastings	15 13 8	35 2 10	- - -	*a* 500 0 0	3 1 10	- - -	577 10
13. Horsham and Crawley	- - -	- - -	- - -	172 5 3	- - -	- - -	172 5
14. Horsham and Guildford	- - -	- - -	- - -	*c* 421 15 7	- - -	- - -	421 15
15. Horsham and Steyning	15 12 2	108 6 9	- - -	- - -	8 18 0	- - -	560 9
16. Lewes to Eastbourne and Hailsham	0 10 6	- - -	43 0 0	- - -	15 0 0	- - -	659 9
17. Mayfield and Wadhurst	21 8 10	87 17 6	- - -	- - -	65 18 0	- - -	1,572 19
18. New Chapel, Lindfield, and Brighthelmston	14 19 0	49 3 6	- - -	*e* 140 0 0	50 17 5	- - -	1,104 10
19. Petworth	1 0 6	65 12 5	- - -	*f* 69 16 4	2 0 4	- - -	849 11
20. Pyecombe and Hicksted	15 15 4	- - -	- - -	- - -	7 0 6	- - -	280 8
21. Saint Leonards and Sedlescomb	9 8 2	16 18 11	- - -	313 0 0	29 18 8	- - -	631 2
22. Staplecross	18 11 6	47 8 6	- - -	*g* 149 15 0	5 1 10	- - -	405 17
23. Storrington and Ball's Hutt	9 15 8	16 12 2	- - -	*h* 168 15 0	9 8 6	- - -	344 3
24. Storrington and Wiston	8 15 6	62 4 1	- - -	- - -	12 11 3	- - -	501 19
25. Tunbridge Wells to Maresfield and New Road (united)	7 10 0	32 1 5	14 18 10	*j* 70 0 0	68 2 10	- - -	921 7
26. Worthing and Branch	35 12 1	35 0 2	- - -	- - -	5 10 0	- - -	465 19
£	391 3 7	1,416 4 10	214 19 7	4,358 2 11	462 13 9	- - -	17,009 4
COUNTY OF WARWICK.							
1. Birmingham and Blakedown Pool	0 10 6	51 4 2	- - -	- - -	*l* 75 12 0	- - -	691 2
2. Castle Bromwich and Birmingham, and Stonnall and Stonebridge (united)	1 0 0	2 12 11	- - -	- - -	7 3 0	- - -	375 13
3. Coventry and Stoney Stanton	91 9 6	3 17 8	- - -	*m* 391 7 8	*n* 120 0 9	- - -	834 3
4. Dunchurch and Southam	- - -	30 12 6	- - -	- - -	2 1 4	- - -	203 9
5. Evesham and Alcester, Alcester District	27 19 1	5 16 8	115 0 0	100 0 0	*p* 11 0 6	- - -	408 15
6. Fillongley and Over Whitacre	12 0 8	7 2 7	- - -	44 11 3	7 11 9	- - -	178 4
7. Finford Bridge and Banbury	34 10 4	17 8 0	- - -	200 0 0	41 13 9	- - -	834 2
8. Hinckley and Coventry	1 0 0	- - -	- - -	- - -	54 19 0	- - -	1,246 7
9. Mancetter and Wolvey Heath	13 10 11	14 0 0	- - -	- - -	12 6 0	- - -	74 16
10. Rugby and Hinckley, and Rugby and Kilworth, and Lutterworth (united)	2 5 1	24 1 6	- - -	- - -	21 3 3	- - -	669 1
11. Rugby and Warwick	1 0 0	22 6 1	- - -	- - -	7 18 0	- - -	277 0
12. Southam and Kineton	35 12 5	231 10 9	- - -	- - -	7 17 3	- - -	285 16
13. Stratford and Edgehill	1 0 0	21 1 0	- - -	50 0 0	10 15 6	- - -	423 1
14. Stratford-upon-Avon and Long Compton	2 0 4	84 11 1	- - -	350 0 0	*r* 101 18 3	- - -	1,123 16
15. Warwick, Coventry, and Leamington	1 0 0	37 14 10	- - -	- - -	22 6 0	- - -	482 16
£	224 18 10	553 19 9	115 0 0	1,135 18 11	504 6 4	- - -	8,108 8
COUNTY OF WESTMORLAND.							
1. Ambleside	4 14 6	0 6 6	7 7 2	- - -	3 19 0	- - -	1,123 3
2. Brough and Eamont Bridge	- - -	89 7 4	- - -	- - -	- - -	- - -	281 15
3. Heronsyke and Eamont Bridge	7 13 9	186 12 4	- - -	*s* 400 0 0	12 18 8	- - -	622 4
4. Kirkby Lonsdale, Kendal, and Milnthorpe	- - -	33 18 11	- - -	*t* 180 0 0	15 0 9	- - -	636 7
5. Kirkby Stephen and Hawes	- - -	- - -	- - -	- - -	- - -	- - -	- -
6. Milnthorpe and Levens	6 14 4	3 16 1	- - -	464 1 5	4 0 0	- - -	818 9
£	19 2 7	314 1 2	7 7 2	1,044 1 5	35 18 5	- - -	3,482 0

a For debts of 1,180*l.* 10*s.* 6*d.* *b* The Local Act having expired, the remaining debt, 5,077*l.* 14*s.* 9*d.*, is omitted.
e For debts of 440*l.* *f* For debts of 71*l.* 4*s.* 10*d.* *g* For debts of 150*l.* *h* For debts of 225*l.*
l Including 60*l.* 8*s.* for lighting. *m* For debts of 488*l.* 7*s.* 6*d.* *n* Including 42*l.* 2*s.* 6*d.* compensation to the clerk.
q The Local Act having expired, the remaining debt, 5,000*l.*, and unpaid interest, 2,476*l.* 14*s.* 6*d.*, are omitted.

DEBTS.						ARREARS OF INCOME.					
27. Bonded or Mortgage Debts.	28. Rate of Interest per cent.	29. Floating Debts.	30. Unpaid Interest.	31. Balance due to Treasurers on 31st Dec. 1874.	32. Total Debts.	33. Arrears of Tolls for current Year.	34. Arrears of Parish Composition for current Year.	35. Arrears of other Receipts for current Year.	36. Arrears of former Years.	37. Balance in Treasurers' Hands on 31st Dec. 1874.	38. Total Assets.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
2,886 10 3	1	- - -	- - -	- - -	2,886 10 3	- - -	- - -	- - -	- - -	111 1 8	111 1 8
b —	—	—	—	—	—	—	—	—	—	—	—
d —	—	—	—	—	—	—	—	—	—	—	—
4,176 13 0	3	- - -	121 13 0	- - -	4,176 13 0	- - -	- - -	- - -	- - -	107 18 4	107 18 4
- - -	-	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	238 14 9	238 14 9
2,106 5 4	4	- - -	- - -	- - -	2,106 5 4	- - -	- - -	- - -	- - -	379 3 11	379 3 11
4,916 8 0	1	- - -	- - -	- - -	4,916 8 0	- - -	- - -	- - -	- - -	81 12 4	81 12 4
1,856 0 0	3½	- - -	- - -	- - -	1,856 0 0	- - -	- - -	- - -	- - -	357 5 5	357 5 5
8,159 10 0	None	- - -	- - -	- - -	8,159 10 0	- - -	- - -	- - -	- - -	287 12 8	287 12 8
700 0 0	2	- - -	- - -	- - -	700 0 0	- - -	- - -	- - -	- - -	462 15 0	462 15 0
1,000 0 0	4	- - -	- - -	- - -	1,000 0 0	- - -	- - -	- - -	- - -	24 12 7	24 12 7
4,939 10 0	2½	- - -	9 10 0	- - -	4,939 10 0	- - -	- - -	- - -	- - -	64 16 10	64 16 10
1,836 18 6	3½	- - -	61 13 9	12 14 9	1,836 18 6	—	—	—	—	—	—
900 0 0	3	- - -	- - -	- - -	900 0 0	- - -	- - -	- - -	- - -	343 16 3	343 16 3
1,020 0 0	*k* 2	- - -	20 0 0	- - -	1,020 0 0	1 13 4	- - -	- - -	- - -	103 13 9	105 7 1
71,822 12 4	- -	130 16 6	1,298 11 3	35 4 7	71,822 12 4	109 13 4	- -	- -	- -	4,077 3 11	4,186 17 3
1,707 0 0	3	- - -	- - -	- - -	1,707 0 0	76 5 0	- -	- -	- -	820 9 4	896 14 4
669 1 9	2	- - -	123 1 9	- - -	669 1 9	- - -	- - -	- - -	- - -	207 14 0	207 14 0
o —	—	—	—	—	—	—	—	—	—	—	—
1,161 16 1	2⅔	- - -	53 2 6	8 13 7	1,161 16 1	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
133 13 9	4	- - -	- - -	- - -	133 13 9	- - -	- - -	- - -	- - -	121 11 9	121 11 9
320 0 0	3	- - -	- - -	- - -	320 0 0	- - -	- - -	- - -	- - -	160 12 8	160 12 8
- - -	-	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	9 3 2	9 3 2
700 0 0	2	- - -	- - -	- - -	700 0 0	- - -	- - -	- - -	197 17 8	216 1 7	413 19 3
1,526 2 8	2	- - -	6 13 5	- - -	1,526 2 8	- - -	- - -	- - -	- - -	503 0 10	503 0 10
1,117 4 0	2	- - -	- - -	- - -	1,117 4 0	- - -	- - -	0 5 0	- - -	222 15 1	223 0 1
q —	—	—	*q* —	—	—	—	—	—	—	—	—
1,000 0 0	2	- - -	- - -	- - -	1,000 0 0	- - -	- - -	- - -	- - -	22 17 8	22 17 8
1,867 19 4	4	- - -	67 19 4	- - -	1,867 19 4	- - -	- - -	- - -	- - -	142 2 10	142 2 10
1,870 0 0	2	- - -	- - -	- - -	1,870 0 0	- - -	- - -	5 0 0	5 0 0	1,074 8 11	1,084 8 11
12,072 17 7	- -	- - -	250 17 0	8 13 7	12,072 17 7	76 5 0	- -	5 5 0	202 17 8	3,500 17 10	3,785 5 6
39 19 3	4	- - -	14 19 3	- - -	39 19 3	- - -	- - -	- - -	84 10 0	218 5 1	302 15 1
2,979 0 0	3	- - -	- - -	- - -	2,979 0 0	- - -	- - -	- - -	- - -	31 13 1	31 13 1
7,311 8 10	2½	- - -	- - -	- - -	7,311 8 10	- - -	- - -	- - -	- - -	375 4 3	375 4 3
1,014 19 1	2¾	- - -	- - -	- - -	1,014 19 1	- - -	- - -	- - -	- - -	218 2 10	218 2 10
397 10 0	2	- - -	- - -	- - -	397 10 0	- - -	- - -	- - -	- - -	392 0 3	392 0 3
—	—	—	—	—	—	—	—	—	—	—	—
11,742 17 2	- -	- - -	14 19 3	- - -	11,742 17 2	- - -	- -	- -	84 10 0	1,235 5 6	1,319 15 6

ding 62*l.* 13*s.* 6*d.* at the banker's to be paid to creditors. *d* The Local Act having expired, the remaining debt, 11,115*l.* 16*s.* 5*d.*, is omitted.
ding 4,550*l.* at one penny per cent. until the preference debt is paid off. *j* For debts of 175*l.* *k* Interest reduced by Act of Parliament.
o The Local Act having expired, the remaining debt, 1,750*l.*, is omitted. *p* Including 9*l.* 1*s.* compensation to surveyor.
r Including 78*l.* 18*s.* 1*d.* paid to Clifford Trust. *s* For debts of 857*l.* 9*s.* 6*d.* *t* For debts of 189*l.* 18*s.* 8*d.*

1. NAMES OF COUNTIES AND TRUSTS.	2. Balance in Treasurers' Hands on 1st Jan. 1874.	3. Balance due to the Treasurers on 1st Jan. 1874.	INCOME. 4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Tolls
COUNTY OF WILTS.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
1. Burford, Leachdale, and Swindon	3 19 3	- - -	522 0 0	- - -	- - -	- -	1 0 0	- -
2. Calne, Hillmarton, and Lyneham, or Second District *b*	132 0 10	- - -	*b* 180 0 0	284 10 1	- - -	- -	*c* 10 5 0	- -
3. Draycot, or Upper District *e*	- - -	- - -	140 16 8	- - -	- - -	- -	*c* 79 8 0	- -
4. Kennet and Amesbury	568 3 3	- - -	536 12 3	- - -	- - -	- -	8 9 11	- -
5. Malmesbury, First District *e*	308 4 2	- - -	591 3 0	- - -	- - -	- -	*c* 402 13 0	- -
6. Ditto, Second District	498 7 1	- - -	1,445 15 8	- - -	- - -	- -	*f* 220 19 0	- -
7. Ditto, Third District	110 2 2	- - -	731 8 0	- - -	- - -	- -	*f* 156 15 6	- -
8. Marlborough and Salisbury	176 8 10	- - -	749 10 5	- - -	- - -	- -	3 13 4	- -
9. Marshfield	82 14 1	- - -	427 6 8	- - -	- - -	- -	3 10 0	- -
10. Melksham	146 1 4	- - -	644 0 0	- - -	- - -	- -	24 4 8	- -
11. Swindon, Calne, and Cricklade, or Third District	322 3 5	- - -	347 0 0	88 7 6	- - -	0 2 0	4 18 6	- -
12. Swindon and Christian Malford, or First District	406 2 6	- - -	817 18 4	269 14 1	- - -	- -	20 5 0	- -
13. Swindon and Cold Harbour	65 16 11	- - -	427 0 0	- - -	- - -	- -	3 18 0	- -
14. Swindon, Hungerford, and Marlborough (united) *e*	67 3 5	- - -	684 0 0	10 0 0	- - -	- -	*c* 103 10 0	- -
15. Swindon and Marlborough	126 10 8	- - -	334 0 0	- - -	- - -	- -	1 10 0	- -
16. Wootton Bassett and Marlborough	- - -	19 17 1	267 0 0	- - -	- - -	- -	17 2 0	- -
£	3,013 17 11	19 17 1	8,845 11 0	652 11 8	- - -	0 2 0	1,062 1 11	- -
COUNTY OF WORCESTER.								
1. Birmingham, Redditch, and Pershore	450 7 9	- - -	989 15 0	- - -	- - -	- -	5 15 10	- -
2. Broadway and Mickleton	11 0 6	- - -	109 12 10	100 0 0	- - -	- -	5 0 0	- -
3. Doglane Gate	133 15 6	- - -	205 5 0	85 10 0	- - -	- -	9 9 5	- -
4. Droitwich Roads	156 5 4	- - -	1,253 15 0	- - -	- - -	- -	41 14 0	- -
5. Dudley, Hales Owen, and Bromsgrove; Dudley and New Inn; and Dudley and Wolverhampton (united)	1,183 9 11	- - -	3,724 0 0	- - -	- - -	- -	25 19 0	- -
6. Evesham, First District, Bretforton and Stonebow Divisions (united)	469 17 9	- - -	592 13 4	- - -	- - -	- -	- - -	- -
7. Ditto, Pershore Division	95 4 2	- - -	458 6 8	- - -	- - -	- -	1 10 6	- -
8. Evesham and Alcester, Evesham District *e*	72 6 7	- - -	153 16 11	- - -	- - -	- -	*c* 150 0 0	- -
9. Hundred House, First District	- - -	21 14 3	876 18 4	35 18 4	- - -	- -	25 3 1	- -
10. Ditto, Second District	65 17 6	- - -	115 10 0	75 0 0	- - -	- -	- - -	- -
11. Shelsley *k*	- - -	12 18 6	58 15 6	90 0 0	- - -	- -	*l* 203 0 0	- -
12. Stourbridge, First and Second Districts (united)	1,865 7 11	- - -	3,298 3 4	- - -	- - -	- -	- - -	- -
13. Tinker's Gate	216 10 1	- - -	62 1 8	- - -	- - -	- -	- - -	- -
14. Welch Gate	967 3 3	- - -	687 6 8	- - -	- - -	- -	13 12 9	- -
£	5,687 6 3	34 12 9	12,586 0 3	386 8 4	- - -	- -	481 4 7	- -
COUNTY OF YORK.								
1. Balby to Worksop	215 15 1	- - -	604 3 4	99 19 10	- - -	0 2 6	- - -	- -
2. Barnsdale and Leeds, and Branch	1,512 6 2	- - -	1,341 15 6	- - -	- - -	- -	33 1 0	- -
3. Barnsley and Grange Moor *o*	615 17 5	- - -	245 0 0	- - -	- - -	- -	*p* 523 17 1	- -
4. Barnsley and Shepley Lane Head	209 3 3	- - -	210 0 0	- - -	- - -	- -	3 1 0	- -
5. Bawtry and Selby	693 2 4	- - -	435 0 0	- - -	- - -	- -	- - -	- -
6. Bawtry and Tinsley	156 13 8	- - -	688 0 0	- - -	- - -	- -	- - -	- -
7. Beverley, Hessle, and North Cave	249 0 4	- - -	585 5 0	15 1 8 7	69 2 0	- -	1 17 0	- -
8. Beverley and Kexby Bridge, and Beverley, Molescroft, &c. (united)	1 0 4	- - -	1,227 0 0	439 0 0	- - -	- -	22 2 3	- -
9. Boroughbridge to Catterick and Piersebridge	- - -	29 7 0	442 0 8	- - -	- - -	- -	- - -	- -
10. Bradford and Huddersfield	1,519 6 0	- - -	2,067 0 0	- - -	- - -	- -	22 19 11	- -

a Allowance to parishes. *b* The tolls were abolished on the 1st of January 1875. *c* From sale of Trust property.
f From sale of unused materials. *g* Including 82*l.* 19*s.* 11*d.* paid to the parishes on the Trust ceasing. *h* Bank charges.
m Including 4*l.* 10*s.* 1*d.* paid to the Highway Board on the Trust ceasing. *n* Contract work. *o* Local Act expired 1st October 1874.

10. Total Income.	EXPENDITURE. 11. Manual Labour.	12. Team Labour and Carriage of Materials.	13. Materials for Surface Repairs.	14. Land purchased.	15. Damage done in obtaining Materials.	16. Tradesmen's Bills.	17. Salaries of Treasurer.	18. Salaries of Clerk.	19. Salaries of Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
523 0 0	*a* 350 0 0	- - -	- - -	- - -	- - -	3 0 6	10 0 0	20 0 0	- - -
474 15 1	*d* 98 18 5	52 11 3	154 9 1	- - -	1 12 0	1 2 10	- - -	4 4 0	21 0 0
220 4 8	- - -	- - -	- - -	- - -	- - -	- - -	4 0 0	- - -	- - -
545 2 2	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	20 0 0	- - -
993 16 0	- - -	- - -	- - -	- - -	- - -	3 11 10	- - -	20 0 0	- - -
566 14 8	- - -	- - -	- - -	- - -	- - -	- - -	- - -	20 0 0	- - -
188 3 6	- - -	- - -	- - -	- - -	- - -	- - -	- - -	20 0 0	- - -
753 3 9	191 1 4	152 0 9	78 12 8	- - -	- - -	8 4 8	- - -	25 0 0	75 0 0
830 16 8	159 17 11	78 0 8	62 9 2	- - -	2 10 0	19 9 4	- - -	15 0 0	40 0 0
568 4 8	- - -	2 10 2	- - -	- - -	- - -	11 13 11	7 17 0	- - -	- - -
140 8 0	59 17 8	63 8 9	42 8 3	- - -	- - -	0 14 7	- - -	15 0 0	16 0 0
1,007 17 5	261 4 7	105 7 4	148 2 7	- - -	2 3 0	26 8 11	- - -	27 0 0	43 0 0
430 18 0	112 8 6	28 8 6	140 16 4	- - -	- - -	17 2 11	- - -	15 0 0	25 0 0
797 10 0	*g* 182 10 9	78 7 0	106 9 9	- - -	- - -	23 16 8	10 0 0	50 0 0	25 0 0
835 10 0	97 18 7	75 1 0	46 6 11	- - -	4 11 0	15 4 8	- - -	16 0 0	20 0 0
284 2 0	94 8 5	51 2 3	54 15 9	- - -	- - -	19 0 1	- - -	20 0 0	20 0 0
5,560 6 7	1,608 6 2	684 7 6	837 0 8	- - -	10 16 0	149 10 11	41 17 0	287 4 0	285 0 0
995 10 10	254 19 7	84 2 0	69 0 5	- - -	- - -	37 7 9	- - -	30 0 0	70 0 0
214 12 10	100 0 0	- - -	- - -	- - -	- - -	- - -	5 0 0	5 0 0	- - -
300 4 5	107 19 7	62 10 11	3 10 0	- - -	1 0 0	7 16 9	*h* 12 1 0	6 0 0	30 0 0
295 9 0	*i* 567 4 5	- - -	- - -	- - -	2 0 0	- - -	- - -	45 0 0	- - -
1,749 19 0	1,119 1 4	681 13 2	1,067 12 3	- - -	10 0 0	473 18 1	30 0 0	105 0 0	300 0 0
592 13 4	192 12 8	86 14 8	125 9 3	- - -	3 18 11	5 12 0	- - -	12 12 0	40 0 0
459 17 2	183 14 0	52 9 3	53 0 11	- - -	5 12 6	18 13 11	- - -	23 5 0	32 0 0
303 16 11	49 19 0	10 15 2	22 1 0	- - -	- - -	8 10 0	- - -	*j* 30 8 6	*j* 28 8 6
937 19 9	246 10 11	229 9 4	36 11 3	- - -	3 13 4	13 5 5	*h* 20 10 0	23 0 0	77 10 0
190 10 0	53 14 11	18 7 0	4 0 0	- - -	- - -	0 7 6	- - -	3 0 0	- - -
351 15 6	*m* 52 4 1	23 0 0	2 19 6	- - -	- - -	0 6 0	- - -	7 10 0	5 5 0
298 3 4	*n* 1,610 4 7	- - -	- - -	- - -	1 16 3	50 5 11	- - -	105 0 0	175 0 0
62 1 8	- - -	- - -	- - -	- - -	- - -	- - -	- - -	3 0 0	- - -
700 19 5	141 16 0	167 11 5	19 10 11	- - -	0 10 0	2 17 7	- - -	18 0 0	45 0 0
4,153 13 2	4,680 1 1	1,416 12 11	1,403 15 6	- - -	28 11 0	619 0 11	67 11 0	416 15 6	803 3 6
704 5 8	161 18 9	75 5 1	57 0 11	- - -	- - -	3 17 5	- - -	- - -	30 0 0
374 16 6	- - -	- - -	- - -	- - -	- - -	76 7 3	6 0 0	15 0 0	100 0 0
768 17 1	- - -	- - -	- - -	- - -	- - -	54 7 9	- - -	20 0 0	- - -
213 1 0	*q* 10 0 0	- - -	- - -	- - -	- - -	- - -	- - -	12 14 0	- - -
485 0 0	*r* 154 6 10	- - -	- - -	- - -	- - -	0 6 0	- - -	67 16 7	- - -
388 0 0	151 9 3	94 0 8	57 9 11	- - -	- - -	0 14 11	- - -	- - -	30 0 0
307 12 7	168 15 3	23 9 3	346 5 2	- - -	- - -	22 6 8	- - -	10 0 0	50 0 0
388 2 3	431 11 9	403 19 10	530 2 9	- - -	- - -	23 9 0	- - -	25 0 0	80 0 0
442 0 8	134 12 10	37 17 0	7 15 6	- - -	- - -	6 18 0	15 0 0	30 0 0	95 0 0
089 19 11	- - -	- - -	- - -	- - -	- - -	6 0 0	- - -	30 0 0	- - -

(Continued on page 60.)

d Including 24*l.* 3*s.* 6*d.* paid to the parishes on the Trust being abolished. *e* Local Act expired 1st November 1874.
id to parishes. *j* For two years. *k* Trust abolished on the 15th of January 1875. *l* Including 200*l.* subscriptions towards payment of debt.
p Including proceeds of sale of Trust property. *q* Allowance to township. *r* Allowance to townships.

(Continued from page 59.)

EXPENDITURE—*continued.*

NAMES OF COUNTIES AND TRUSTS.	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. Total Expenditure.
COUNTY OF WILTS.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
1. Burford, Leachdale, and Swindon	7 1 2	2 6 0	- - -	100 0 0	18 2 6	- - -	510 10
2. Calne, Hillmarton, and Lyneham, or Second District	9 19 10	10 16 2	- - -	*a* 245 0 0	7 2 4	- - -	606 15
3. Draycot, or Upper District	16 0 0	- - -	- - -	*b* 200 4 8	- - -	- - -	220 4
4. Kennet and Amesbury	6 8 5	- - -	- - -	570 0 0	25 9 3	- - -	631 17
5. Malmesbury, First District	- - -	36 1 0	- - -	1,200 0 0	*c* 42 7 4	- - -	1,302 0
6. Ditto, Second District	- - -	208 8 9	- - -	1,882 7 9	31 6 0	- - -	2,142 2
7. Ditto, Third District	- - -	147 8 3	- - -	743 0 0	16 6 8	- - -	926 14
8. Marlborough and Salisbury	7 0 10	87 17 0	- - -	- - -	73 2 1	- - -	697 19
9. Marshfield	- - -	28 0 0	- - -	- - -	4 5 6	- - -	409 12
10. Melksham	42 13 10	- - -	- - -	269 18 0	92 10 11	- - -	427 3
11. Swindon, Calne, and Cricklade, or Third District	1 7 8	30 8 1	- - -	*e* 307 0 0	34 16 5	- - -	571 1
12. Swindon and Christian Malford, or First District	- - -	32 14 0	- - -	- - -	21 8 10	- - -	667 9
13. Swindon and Cold Harbour	- - -	23 9 5	- - -	- - -	3 12 11	- - -	365 18
14. Swindon, Hungerford, and Marlborough (united)	17 12 0	4 16 5	- - -	100 0 0	*g* 266 0 10	- - -	864 13
15. Swindon and Marlborough	- - -	19 4 4	- - -	- - -	2 10 11	- - -	296 17
16. Wootton Bassett and Marlborough	- - -	6 14 0	- - -	- - -	2 4 0	- - -	268 4
£	108 3 9	638 3 5	- - -	5,617 10 5	641 6 6	- - -	10,909 6
COUNTY OF WORCESTER.							
1. Birmingham, Redditch, and Pershore	1 1 0	54 12 3	- - -	*h* 270 0 0	46 11 0	- - -	917 14
2. Broadway and Mickleton	1 0 0	6 2 6	- - -	70 0 0	1 17 6	- - -	189 0
3. Doglane Gate	8 16 6	9 17 7	- - -	*i* 152 10 0	17 7 8	- - -	419 10
4. Droitwich Roads	12 7 10	24 9 6	- - -	350 0 0	44 2 3	- - -	1,045 4
5. Dudley, Hales Owen, and Bromsgrove; Dudley and New Inn; and Dudley and Wolverhampton (united)	20 3 6	- - -	- - -	- - -	*j* 349 11 3	- - -	4,156 19
6. Evesham, First District, Bretforton and Stonebow Divisions (united)	2 1 0	41 4 0	- - -	- - -	27 19 3	- - -	538 3
7. Ditto, Pershore Division	1 0 0	- - -	- - -	- - -	56 3 9	- - -	425 19
8. Evesham and Alcester, Evesham District	9 1 0	12 9 0	- - -	200 0 0	4 11 4	- - -	376 3
9. Hundred House, First District	9 17 0	45 11 2	- - -	*i* 190 0 0	29 16 9	- - -	925 15
10. Ditto, Second District	3 16 0	- - -	- - -	130 14 4	6 18 0	- - -	220 17
11. Shelsley	2 0 0	13 11 0	- - -	*k* 220 0 0	12 1 5	- - -	338 17
12. Stourbridge, First and Second Districts (united)	2 0 0	14 11 6	300 0 0	196 16 0	*l* 423 14 0	- - -	2,879 8
13. Tinker's Gate	1 13 4	7 10 0	- - -	100 0 0	2 4 4	- - -	114 7
14. Welch Gate	15 19 8	46 5 11	- - -	*m* 301 6 8	39 3 6	- - -	798 1
£	90 16 10	276 4 5	300 0 0	2,181 7 0	1,062 2 0	- - -	13,346 1
COUNTY OF YORK.							
1. Balby to Worksop	59 1 3	33 1 8	- - -	*n* 330 16 0	69 14 6	- - -	820 15
2. Barnsdale and Leeds, and Branch	9 9 6	47 5 4	- - -	1,226 2 6	15 17 4	- - -	1,496 1
3. Barnsley and Grange Moor	30 10 9	30 11 7	- - -	1,235 0 0	14 4 5	- - -	1,384 14
4. Barnsley and Shepley Lane Head	- - -	- - -	- - -	*p* 170 17 8	19 0 0	- - -	212 11
5. Bawtry and Selby	0 6 8	68 2 5	- - -	*k* 170 0 0	18 4 6	- - -	479 3
6. Bawtry and Tinsley	44 10 3	100 8 5	- - -	*r* 200 0 0	25 6 0	- - -	703 19
7. Beverley, Hessle, and North Cave	29 0 3	56 19 4	- - -	- - -	17 19 4	69 2 0	793 17
8. Beverley and Kexby Bridge, and Beverley, Molescroft, &c. (united)	4 12 0	33 17 11	- - -	100 0 0	55 5 11	- - -	1,687 19
9. Boroughbridge to Catterick and Piersebridge	- - -	12 15 0	- - -	- - -	4 14 5	- - -	344 12
10. Bradford and Huddersfield	- - -	66 19 5	- - -	*s* 1,945 9 0	10 12 10	- - -	2,059 1

a For debts of 300*l.*
b Accepted in discharge of debts of 372*l.* 14*s.* 5*d.*, and interest due thereon.
f Misstated in previous Return.
g Including 255*l.* compensation to officers.
h For debts of 600*l.*
i For debts of 200*l.*
m For debts of 311*l.* 13*s.* 4*d.*
n For debts of 413*l.*
o The Local Act having expired, the remaining debt, 665*l.*, is omitted.

DEBTS.						ARREARS OF INCOME.					
27. Bonded or Mortgage Debts.	28. Rate of Interest per cent.	29. Floating Debts.	30. Unpaid Interest.	31. Balance due to Treasurers on 31st Dec. 1874.	32. Total Debts.	33. Arrears of Tolls for current Year.	34. Arrears of Parish Composition for current Year.	35. Arrears of other Receipts for current Year.	36. Arrears of former Years.	37. Balance in Treasurers' Hands on 31st Dec. 1874.	38. Total Assets.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	16 9 1	16 9 1
—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
330 0 0	None	- -	- -	- -	5,330 0 0	- -	- -	- -	- -	481 7 9	481 7 9
—	—	—	—	—	—	—	—	—	—	—	—
483 19 0	2	- -	36 3 6	- -	6,520 2 6	- -	- -	- -	- -	22 19 3	22 19 3
317 0 0	2	- -	88 12 0	- -	6,905 12 0	113 6 8	- -	- -	- -	71 10 9	184 17 5
390 0 0	2½	30 0 0	41 13 1	- -	4,461 13 1	- -	- -	- -	- -	231 13 3	231 13 3
700 0 0	4	- -	- -	- -	700 0 0	- -	- -	- -	- -	103 18 2	103 18 2
372 2 0	None	- -	- -	- -	5,672 2 0	- -	- -	- -	- -	387 2 2	387 2 2
750 0 0	2	- -	8 17 1	- -	758 17 1	- -	- -	- -	- -	191 10 0	191 10 0
936 0 0	2	- -	17 12 11	- -	1,953 12 11	- -	- -	- -	- -	846 10 8	846 10 8
475 0 0	5	- -	9 16 8	- -	484 16 8	- -	- -	- -	- -	130 16 4	130 16 4
—	—	—	—	—	—	—	—	—	—	—	—
387 10 0	5	- -	- -	- -	387 10 0	- -	- -	- -	- -	165 3 3	165 3 3
448 6 8	1	- -	6 15 9	3 19 7	1,459 2 0	—	—	—	—	—	—
389 17 8	- -	30 0 0	209 11 0	3 19 7	34,633 8 3	113 6 8	- -	- -	- -	2,649 0 8	2,762 7 4
075 0 0	2	1 10 0	164 11 10	- -	2,241 1 10	- -	- -	- -	- -	528 4 7	528 4 7
187 13 5	3½	- -	- -	- -	187 13 5	- -	- -	- -	- -	36 13 4	36 13 4
195 0 0	3	- -	12 18 3	- -	207 18 3	- -	- -	- -	- -	14 9 11	14 9 11
450 0 0	3¾	- -	- -	- -	450 0 0	- -	- -	- -	- -	406 10 4	406 10 4
400 0 0	2	246 18 11	40 0 0	- -	686 18 11	- -	- -	- -	- -	776 9 4	776 9 4
000 0 0	4	- -	- -	- -	1,000 0 0	26 0 0	- -	- -	- -	524 7 4	550 7 4
- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	129 2 0	129 2 0
—	—	—	—	—	—	—	—	—	—	—	—
560 0 0	3	- -	91 2 9	9 9 8	660 12 5	61 11 8	35 18 4	- -	- -	- -	97 10 0
990 11 0	None	- -	- -	- -	990 11 0	10 10 0	- -	65 0 0	- -	35 9 9	110 19 9
—	—	—	—	—	—	—	—	—	—	—	—
- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	2,284 3 0	2,284 3 0
100 0 0	3	62 16 0	- -	- -	162 16 0	- -	- -	- -	- -	164 4 1	164 4 1
163 6 8	3½	- -	33 0 4	- -	196 7 0	- -	- -	- -	- -	870 1 0	870 1 0
121 11 1	- -	311 4 11	341 13 2	9 9 8	6,783 18 10	98 1 8	35 18 4	65 0 0	- -	5,769 14 8	5,968 14 8
908 0 0	3	- -	156 12 11	- -	1,064 12 11	83 6 8	- -	- -	- -	99 5 2	182 11 10
350 14 1	3¼	- -	29 15 7	- -	1,380 9 8	- -	- -	- -	- -	1,391 0 9	1,391 0 9
0 —	—	—	—	—	—	—	—	—	—	—	—
930 11 2	1d.	28 18 2	- -	- -	1,959 9 4	- -	- -	- -	- -	209 12 7	209 12 7
411 10 0	2⅛	- -	86 1 9	- -	2,497 11 9	- -	- -	- -	- -	648 19 4	648 19 4
915 12 0	4⅛	- -	- -	- -	1,915 12 0	- -	- -	- -	- -	140 14 3	140 14 3
275 0 0	2½	- -	- -	- -	2,275 0 0	- -	4 1 6	- -	15 7 6	262 15 8	282 4 8
000 0 0	3	- -	- -	- -	1,000 0 0	- -	- -	- -	- -	1 3 5	1 3 5
640 0 0	3½	- -	- -	- -	640 0 0	- -	- -	- -	- -	68 0 11	68 0 11
503 6 10	1	152 9 3	47 10 7	- -	4,703 6 8	- -	- -	- -	- -	1,550 4 8	1,550 4 8

c Including 30*l.* 12*s.* 8*d.* compensation to officers. *d* Including 1,100*l.* at 1*d.* per cent. ● For debts of 325*l.*
j Including 220*l.* for lighting and watering. *k* For debts of 300*l.* *l* Including 366*l.* 4*s.* for lighting.
For debts of 227*l.* 3*s.* 7*d.* *q* No interest payable on 1,430*l.* 17*s.* 2*d.* *r* For debts of 200*l.* 5*s.* *s* For debts of 2,065*l.* 16*s.* 5*d.*

1. NAMES OF COUNTIES AND TRUSTS.	2. Balance in Treasurers' Hands on 1st Jan. 1874.	3. Balance due to the Treasurers on 1st Jan. 1874.	INCOME. 4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	Am of M borrow the Se of the
COUNTY OF YORK—*cont.*	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£
11. Collingham and York	187 8 2	- - -	228 12 1	- - -	- - -	- - -	4 2 2	-
12. Colne and Broughton	264 14 5	- - -	298 18 9	- - -	- - -	- - -	7 6 7	-
13. Doncaster and Selby	- - -	- - -	325 0 0	- - -	- - -	- - -	- - -	-
14. Doncaster and Tadcaster	706 13 5	- - -	899 18 9	- - -	- - -	- - -	9 9 3	-
15. Doncaster and Thorne	241 1 11	- - -	678 0 0	- - -	- - -	- - -	- - -	-
16. Dunford District	100 11 5	- - -	220 0 0	- - -	- - -	- - -	9 4 0	-
17. Elland and Brighouse	222 12 11	- - -	665 0 0	- - -	- - -	- - -	- - -	-
18. Elland and Saddleworth	11 12 3	- - -	408 14 6	- - -	- - -	- - -	2 10 0	-
19. Ferrybridge and Boroughbridge	160 19 0	- - -	505 0 0	516 1 3	- - -	- - -	41 7 7	-
20. Greenfield and Shepley Lane Head *b*	141 14 10	- - -	341 13 4	- - -	- - -	- - -	*c* 252 4 9	-
21. Harrogate and Hewick, and Ripon and Pateley Bridge (united) *b*	182 11 3	- - -	1,188 10 10	- - -	- - -	- - -	*f* 569 7 1	-
22. Hedon and Hull	- - -	287 3 1	538 0 0	412 6 2	11 17 6	- - -	- - -	-
23. Hedon and Pattrington *i*	191 5 9	- - -	300 7 5	249 0 0	- - -	- - -	*j* 90 12 9	-
24. Holme Lane End and Heckmondwike	126 2 0	- - -	686 0 0	- - -	- - -	- - -	5 10 7	-
25. Holmfirth District	26 17 0	- - -	136 1 0	- - -	- - -	- - -	3 7 8	-
26. Huddersfield and New Hey *b*	404 10 1	- - -	687 10 0	- - -	- - -	- - -	*c* 231 9 9	-
27. Huddersfield and Woodhead	- - -	92 0 9	2,088 17 0	- - -	- - -	- - -	25 0 6	-
28. Hull and Hedon New	130 0 4	- - -	555 0 0	- - -	- - -	- - -	- - -	-
29. Hull and Kirk Ella *b*	306 19 11	- - -	333 6 8	- - -	- - -	- - -	*j* 285 4 9	-
30. Keighley and Kendal, Yorkshire District	999 13 11	- - -	1,260 6 8	- - -	- - -	0 5 3	62 1 0	-
31. Knaresbrough and Greenhammerton	67 8 2	- - -	102 0 0	- - -	- - -	- - -	- - -	-
32. Knaresbrough and Pateley Bridge	56 12 1	- - -	212 0 0	- - -	- - -	- - -	- - -	-
33. Leeds and Birstal	501 16 6	- - -	590 0 0	- - -	- - -	- - -	11 14 5	-
34. Leeds and Collingham	160 18 9	- - -	500 0 0	- - -	- - -	0 5 0	6 17 7	-
35. Leeds and Elland	243 10 0	- - -	1,884 0 0	- - -	- - -	- - -	19 16 9	-
36. Leeds and Whitehall	1,135 5 11	- - -	2,303 17 3	- - -	- - -	- - -	24 19 6	-
37. Lees and Hebden Bridge	288 4 11	- - -	278 0 0	- - -	- - -	- - -	- - -	-
38. Lockwood and Meltham *o*	- - -	1 9 0	577 19 6	122 8 4	- - -	- - -	*c* 110 15 5	-
39. Middleton-Tyas Lane End to Greta Bridge and Bowes	49 19 7	- - -	167 0 0	- - -	- - -	- - -	- - -	-
40. Mytholmroyd and Blackstone Edge	134 15 0	- - -	271 18 4	- - -	- - -	- - -	- - -	-
41. Otley and Skipton	515 9 5	- - -	738 0 0	- - -	- - -	- - -	- - -	-
42. Red House and Crofton	377 17 5	- - -	1,021 14 2	- - -	- - -	- - -	6 4 0	-
43. Richmond to Lucy Cross, and Gilling to Gatherley Moor	74 5 3	- - -	151 12 0	- - -	- - -	- - -	- - -	-
44. Richmond and Reeth	743 9 7	- - -	600 0 0	- - -	- - -	- - -	22 13 1	-
45. Rotherham and Barnby Moor	794 19 7	- - -	605 0 0	- - -	- - -	- - -	11 17 0	-
46. Rotherham and Pleasley *o*	419 11 5	- - -	388 0 0	- - -	- - -	- - -	*c* 545 15 6	-
47. Rotherham and Wortley	91 13 1	- - -	225 15 6	- - -	- - -	- - -	3 4 0	-
48. Seacroft to Scholes	195 17 6	- - -	82 0 0	- - -	- - -	- - -	5 15 1	-
49. Sedbergh *b*	75 2 9	- - -	570 0 0	- - -	- - -	0 1 0	*c* 836 18 11	-
50. Selby and Leeds *b*	380 5 8	- - -	353 9 6	260 12 6	- - -	- - -	*c* 316 2 8	-
51. Selby and Market Weighton	282 4 10	- - -	500 3 6	366 0 0	- - -	- - -	3 7 4	-
52. Skipton and Clitheroe	236 16 8	- - -	858 0 0	- - -	- - -	- - -	- - -	-
53. Skipton and Craco	251 19 11	- - -	396 0 0	- - -	- - -	- - -	7 14 6	-
54. Skipton and Knaresbrough	292 1 1	- - -	550 0 0	- - -	- - -	- - -	0 7 8	-
55. Stockton and Middlesbrough	485 10 8	- - -	1,626 5 0	310 0 0	- - -	- - -	1 0 0	-
56. Sunk Island	4 6 6	- - -	124 0 0	- - -	- - -	- - -	14 0 11	-
57. Tadcaster and Otley	407 10 8	- - -	873 2 10	- - -	- - -	- - -	5 18 2	-
58. Thirsk	- - -	189 3 4	750 8 6	607 0 0	- - -	- - -	- - -	-
59. Thirsk and Masham	48 0 2	- - -	120 0 0	- - -	- - -	- - -	- - -	-
60. Thirsk and Yarm	134 14 1	- - -	483 15 0	- - -	- - -	- - -	24 10 0	-
61. Todmorden	- - -	228 1 6	4,800 0 0	- - -	- - -	3 7 6	93 1 1	-
62. Wadsley, Langset, and Sheffield	44 8 0	- - -	1,625 0 0	- - -	- - -	0 10 0	9 14 3	-
63. Wakefield and Aberford	349 2 4	- - -	642 10 0	- - -	- - -	- - -	8 13 9	-
64. Wakefield and Austerlands	- - -	631 11 0	3,500 10 0	- - -	- - -	- - -	10 15 7	-
65. Wakefield and Denby Dale *b*	603 10 0	- - -	670 16 8	- - -	- - -	- - -	*c* 175 2 7	-
66. Wakefield to Sheffield	355 6 2	- - -	2,325 0 0	- - -	- - -	- - -	11 14 3	-
67. Wakefield and Weeland	289 5 8	- - -	416 12 9	- - -	- - -	0 3 0	10 5 8	-
68. Winston Bridge	74 1 3	- - -	283 16 8	- - -	- - -	- - -	4 0 0	-
69. Worksop to Attercliffe	563 15 8	- - -	983 6 8	- - -	- - -	0 4 3	- - -	-
70. York to Oswaldkirk Bank	118 3 9	- - -	437 15 7	284 8 4	- - -	- - -	2 0 0	-
£	20,425 13 2	1,458 15 8	53,779 10 11	3,818 5 0	80 19 6	4 18 6	4,510 16 4	-

a Paid to townships. *b* Local Act expired 1st November 1874. *c* Including proceeds of sale of Trust property.
g Including 274*l.* 1*s.* 3*d.* balance, and value of materials distributed among the parishes on the Trust ceasing. *h* Banker's interest.
k Including 78*l.* 4*s.* 8*d.* paid to parishes on the Trust ceasing. *l* Including 10*l.* for extra services.
p Including allowance to townships. *q* Contract work. *r* Including 476*l.* paid to parishes on the Trust ceasing.

10. Total Income.	EXPENDITURE. 11. Manual Labour.	12. Team Labour and Carriage of Materials.	13. Materials for Surface Repairs.	14. Land purchased.	15. Damage done in obtaining Materials.	16. Tradesmen's Bills.	17. Salaries of Treasurer.	18. Salaries of Clerk.	19. Salaries of Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
232 14 3	152 15 3	- - -	38 0 0	- - -	0 2 6	6 7 1	- - -	20 0 0	30 15 0
306 5 4	25 0 9	8 7 6	28 6 8	- - -	- - -	0 15 8	- - -	10 0 0	7 0 0
325 0 0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
909 8 0	*a* 215 6 0	- - -	- - -	- - -	- - -	19 2 5	- - -	20 0 0	30 1 10
678 0 0	121 6 5	94 10 0	29 2 0	- - -	- - -	8 4 11	- - -	35 0 0	30 0 0
229 4 0	94 13 4	47 6 8	- - -	- - -	- - -	- - -	- - -	10 0 0	10 0 0
665 0 0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	20 0 0	- - -
411 4 6	- - -	- - -	- - -	- - -	- - -	- - -	- - -	12 0 0	5 0 0
962 8 10	374 7 2	100 14 9	125 9 0	- - -	1 0 0	39 7 1	5 0 0	20 0 0	75 0 0
593 18 1	*d* 598 8 11	- - -	- - -	- - -	- - -	- - -	1 14 0	*e* 40 0 0	*e* 20 0 0
757 17 11	*g* 725 19 6	50 15 11	19 14 8	- - -	3 0 0	29 17 9	- - -	35 0 0	120 0 0
962 3 8	210 10 3	41 5 5	435 15 8	- - -	- - -	7 6 6	*h* 10 15 0	10 0 0	20 0 0
540 0 2	*k* 197 17 6	21 6 0	191 7 11	- - -	- - -	2 16 3	- - -	10 0 0	*l* 60 0 0
391 10 7	197 0 10	135 4 3	129 3 3	- - -	- - -	20 8 11	- - -	20 0 0	20 0 0
139 8 8	- - -	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	5 0 0
918 19 9	*m* 655 0 0	- - -	- - -	- - -	- - -	88 2 4	- - -	21 0 0	20 0 0
113 17 6	753 11 11	218 9 6	462 6 6	- - -	- - -	27 1 10	*h* 12 18 10	20 0 0	85 0 0
555 0 0	95 11 0	- - -	- - -	- - -	- - -	6 17 10	- - -	10 0 0	20 0 0
318 11 5	56 14 9	28 9 8	172 16 1	- - -	- - -	9 3 0	- - -	10 0 0	30 0 0
322 12 11	27 1 6	8 2 0	25 2 3	- - -	- - -	- - -	4 0 0	16 0 0	16 0 0
102 0 0	- - -	- - -	- - -	- - -	- - -	2 2 5	- - -	8 0 0	10 0 0
212 0 0	*n* 52 5 0	- - -	- - -	- - -	- - -	3 11 0	- - -	10 10 0	20 0 0
301 14 5	*a* 196 13 4	- - -	- - -	- - -	- - -	- - -	- - -	30 0 0	- - -
507 2 7	202 11 8	162 8 0	29 0 6	- - -	9 0 6	40 13 2	- - -	21 0 0	25 0 0
903 16 9	477 19 3	299 11 7	212 10 3	- - -	- - -	22 3 4	- - -	30 0 0	50 0 0
328 16 9	659 2 10	220 1 4	253 1 3	- - -	- - -	27 13 3	- - -	*e* 60 0 0	87 0 0
278 0 0	- - -	- - -	- - -	- - -	- - -	- - -	3 5 0	5 7 0	2 0 0
311 3 3	87 13 4	46 12 0	81 7 5	- - -	23 13 6	16 4 6	- - -	25 0 0	30 0 0
167 0 0	56 12 2	21 8 4	1 10 0	- - -	- - -	0 16 3	8 0 0	7 0 0	42 18 0
271 18 4	*a* 60 0 0	- - -	- - -	- - -	- - -	2 0 0	4 0 0	5 0 0	5 0 0
788 0 0	*p* 450 5 4	120 11 4	272 8 3	- - -	- - -	43 0 5	10 10 9	21 0 0	30 0 0
927 18 2	187 8 1	76 6 3	240 17 0	- - -	- - -	16 14 1	- - -	20 0 0	50 0 0
151 12 0	*q* 117 3 0	- - -	- - -	- - -	- - -	- - -	3 15 10	7 0 0	- - -
522 13 1	*q* 388 17 0	- - -	- - -	- - -	- - -	5 6 11	5 0 0	10 0 0	- - -
516 17 0	*n* 90 0 0	- - -	- - -	- - -	- - -	22 5 3	- - -	15 15 0	10 0 0
933 15 6	- - -	- - -	- - -	- - -	- - -	10 15 5	- - -	14 10 0	12 2 0
928 19 6	- - -	- - -	- - -	- - -	- - -	2 16 0	- - -	21 0 0	20 0 0
87 15 1	- - -	- - -	- - -	- - -	- - -	- - -	- - -	5 0 0	2 10 0
1,106 19 11	*r* 634 3 10	110 14 6	148 10 4	- - -	- - -	22 17 9	10 0 0	15 0 0	35 0 0
930 4 8	230 18 1	32 18 8	20 11 11	- - -	- - -	14 7 4	- - -	*s* 75 13 11	50 0 0
1,169 10 10	207 5 9	40 13 4	201 12 9	- - -	- - -	21 5 11	*t* 0 15 0	15 15 0	44 0 0
1,358 0 0	*u* 347 3 8	91 7 4	80 12 11	- - -	2 16 4	16 8 2	10 10 0	21 0 0	15 0 0
1,103 14 6	44 9 0	- - -	157 1 0	- - -	4 0 0	- - -	- - -	*e* 20 0 0	5 0 0
1,550 7 8	*n* 150 0 0	- - -	- - -	- - -	- - -	- - -	- - -	20 0 0	25 0 0
1,187 5 0	127 8 8	81 6 2	129 11 5	- - -	- - -	- - -	- - -	20 0 0	10 0 0
1,138 0 11	20 16 11	5 12 5	27 7 0	- - -	- - -	4 3 9	- - -	5 0 0	- - -
1,379 1 0	262 14 0	73 18 4	21 7 2	- - -	10 0 6	4 7 11	- - -	- - -	50 0 0
1,157 8 6	333 13 2	84 8 0	206 19 5	- - -	- - -	14 8 1	- - -	40 0 0	80 0 0
1,120 0 0	- - -	- - -	- - -	- - -	- - -	1 3 0	5 0 0	5 0 0	- - -
1,508 5 0	*n* 99 6 8	- - -	- - -	- - -	- - -	88 12 9	- - -	40 0 0	25 0 0
1,396 8 7	1,837 16 5	660 14 5	2,090 13 2	- - -	30 1 2	49 6 9	*v* 30 11 8	25 0 0	100 0 0
1,135 4 3	- - -	- - -	- - -	- - -	- - -	4 7 0	*t* 1 2 9	25 0 0	20 0 0
1,351 3 9	*n* 400 0 0	- - -	- - -	- - -	- - -	- - -	- - -	20 0 0	30 0 0
1,511 5 7	1,214 3 8	662 5 11	1,018 8 7	- - -	21 14 10	17 7 8	15 9 5	31 10 0	267 10 0
1,345 19 3	- - -	- - -	- - -	- - -	- - -	58 6 0	- - -	22 18 4	- - -
1,136 14 3	*q* 1,134 6 6	- - -	- - -	- - -	- - -	44 18 7	- - -	58 7 1	33 6 10
1,127 1 5	105 12 3	49 9 1	225 13 11	- - -	- - -	14 17 0	- - -	20 0 0	50 0 0
1,187 16 8	170 13 4	25 1 11	1 17 6	- - -	- - -	2 6 10	- - -	10 0 0	- - -
1,183 10 11	*w* 300 0 0	- - -	- - -	- - -	- - -	- - -	5 0 0	43 7 8	20 0 0
1,724 3 11	191 5 6	99 4 9	173 0 8	- - -	- - -	8 18 2	- - -	15 0 0	52 10 0
1,194 10 3	16,552 8 2	4,353 18 2	8,250 0 8	- - -	105 9 4	1,064 3 3	168 7 6	1,424 4 7	2,297 13 8

(Continued on page 64.)

aid to parishes on the Trust ceasing. *e* For two years. *f* Including proceeds of sale of Trust property, and value of materials on hand.
i The Local Act was repealed 31st December 1874. *j* From sale of Trust property.
n Including 640*l.* paid to the parishes on the Trust ceasing. *n* Allowance to townships. *o* Local Act expired 31st December 1874.
luding arrears. *t* Banker's commission. *u* Including contract work. *v* Including banker's commission. *w* Allowance to parishes.

EXPENDITURE—*continued.*

NAMES OF COUNTIES AND TRUSTS.	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. Total Expenditure.
COUNTY OF YORK—*cont.*	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
11. Collingham and York	- - -	34 5 6	- - -	- - -	6 9 8	- - -	288 15
12. Colne and Broughton	0 13 8	12 1 5	- - -	100 0 0	6 9 2	- - -	198 14
13. Doncaster and Selby	2 2 0	- - -	- - -	322 18 0	- - -	- - -	325 0
14. Doncaster and Tadcaster	- - -	172 12 7	- - -	*b* 600 0 0	11 0 8	- - -	1,068 3
15. Doncaster and Thorne	3 11 8	31 19 0	- - -	*c* 108 0 0	15 14 9	- - -	477 8
16. Dunford District	0 6 8	4 7 10	- - -	126 0 0	3 5 1	- - -	295 19
17. Elland and Brighouse	- - -	7 10 0	- - -	*d* 500 0 0	- - -	- - -	527 10
18. Elland and Saddleworth	7 2 6	- - -	- - -	*e* 190 0 0	14 12 0	- - -	228 14
19. Ferrybridge and Boroughbridge	28 15 11	100 6 9	- - -	255 0 0	20 17 0	- - -	1,145 17
20. Greenfield and Shepley Lane Head	22 1 1	- - -	- - -	- - -	53 8 11	- - -	735 12
21. Harrogate and Hewick, and Ripon and Pateley Bridge (united)	84 9 3	11 8 0	59 14 8	175 0 0	*g* 625 9 5	- - -	1,940 9
22. Hedon and Hull	8 3 6	33 3 7	- - -	- - -	7 12 0	11 17 6	796 10
23. Hedon and Pattrington	64 0 7	5 0 4	- - -	230 0 0	*h* 48 17 4	- - -	831 5
24. Holme Lane End and Heckmondwike	0 6 8	25 6 4	25 0 0	*i* 99 0 0	3 6 0	- - -	674 16
25. Holmfirth District	2 4 0	9 18 0	- - -	100 0 0	5 0 8	- - -	132 2
26. Huddersfield and New Hey	25 4 11	57 19 4	11 11 6	*k* 252 1 4	*l* 192 10 5	- - -	1,323 9
27. Huddersfield and Woodhead	93 4 3	100 11 4	- - -	*n* 228 13 0	43 18 1	- - -	2,045 15
28. Hull and Hedon New	10 10 0	144 13 11	- - -	- - -	9 4 10	- - -	296 17
29. Hull and Kirk Ella	137 18 5	33 12 2	- - -	418 2 10	28 14 5	- - -	925 11
30. Keighley and Kendal, Yorkshire District	0 6 8	102 3 9	- - -	*q* 1,160 0 0	32 0 4	- - -	1,390 16
31. Knaresbrough and Greenhammerton	- - -	- - -	- - -	65 0 0	1 18 6	- - -	87 0
32. Knaresbrough and Pateley Bridge	- - -	74 16 6	- - -	- - -	1 13 2	- - -	162 15
33. Leeds and Birstal	2 17 0	319 0 11	- - -	*r* 45 0 0	1 3 9	- - -	594 15
34. Leeds and Collingham	- - -	- - -	- - -	- - -	8 4 5	- - -	497 18
35. Leeds and Elland	0 6 8	20 1 3	24 5 0	- - -	7 3 10	- - -	1,144 1
36. Leeds and Whitehall	181 6 5	- - -	- - -	*s* 802 5 8	26 1 9	- - -	2,316 12
37. Lees and Hebden Bridge	- - -	- - -	- - -	*t* 180 19 9	4 8 0	- - -	195 19
38. Lockwood and Meltham	90 15 1	56 18 9	- - -	*e* 194 0 0	*u* 157 9 8	- - -	809 14
39. Middleton-Tyas Lane End to Greta Bridge and Bowes	- - -	15 10 10	- - -	- - -	5 19 1	- - -	159 14
40. Mytholmroyd and Blackstone Edge	0 6 8	36 12 0	- - -	*e* 118 0 0	12 12 2	- - -	243 10
41. Otley and Skipton	0 6 8	- - -	270 19 5	- - -	31 1 10	- - -	1,250 3
42. Red House and Crofton	- - -	33 18 9	- - -	*x* 396 11 3	8 17 0	- - -	1,030 12
43. Richmond to Lucy Cross, and Gilling to Gatherley Moor	- - -	7 4 5	- - -	- - -	6 14 7	- - -	141 17
44. Richmond and Reeth	- - -	81 13 6	- - -	- - -	3 5 6	- - -	494 2
45. Rotherham and Barnby Moor	14 9 7	28 1 10	- - -	600 0 0	13 3 6	- - -	793 15
46. Rotherham and Pleasley	134 14 5	22 16 6	- - -	*y* 1,080 13 3	77 15 4	- - -	1,353 6
47. Rotherham and Wortley	17 3 5	2 3 9	- - -	100 0 0	9 2 9	- - -	172 5
48. Seacroft to Scholes	- - -	- - -	- - -	- - -	14 13 8	- - -	22 3
49. Sedbergh	50 7 4	16 0 0	171 13 3	200 0 0	*aa* 67 15 8	- - -	1,482 2
50. Selby and Leeds	41 19 10	38 16 5	- - -	*bb* 765 13 0	39 11 2	- - -	1,310 10
51. Selby and Market Weighton	31 7 7	41 8 5	- - -	*cc* 238 0 0	49 0 9	- - -	891 4
52. Skipton and Clitheroe	0 6 8	118 5 9	- - -	235 0 0	14 16 3	- - -	953 7
53. Skipton and Craco	30 11 4	- - -	3 17 1	- - -	9 3 4	- - -	274 1
54. Skipton and Knaresbrough	0 6 8	37 8 0	- - -	270 0 0	27 15 2	- - -	530 9
55. Stockton and Middlesbrough	- - -	755 4 1	- - -	- - -	25 7 11	- - -	1,148 18
56. Sunk Island	1 1 0	- - -	- - -	- - -	2 10 9	- - -	66 11
57. Tadcaster and Otley	- - -	156 3 1	- - -	*ee* 387 0 0	24 17 5	- - -	990 8
58. Thirsk	49 8 4	128 5 0	- - -	- - -	20 9 3	- - -	957 11
59. Thirsk and Masham	34 19 1	22 2 7	- - -	- - -	29 11 0	- - -	97 15
60. Thirsk and Yarm	- - -	178 11 3	- - -	*e* 130 0 0	2 12 6	- - -	564 3
61. Todmorden	0 15 0	270 4 6	133 3 11	- - -	37 5 3	- - -	5,265 12
62. Wadsley, Langset, and Sheffield	27 1 10	41 14 8	- - -	*gg* 782 9 11	10 17 3	- - -	912 13
63. Wakefield and Aberford	4 2 2	37 3 11	- - -	*i* 93 0 0	43 16 9	- - -	628 2
64. Wakefield and Austerlands	14 8 3	- - -	- - -	- - -	47 11 11	- - -	3,310 10
65. Wakefield and Denby Dale	- - -	93 19 8	- - -	*hh* 1,201 3 1	73 2 2	- - -	1,449 9
66. Wakefield to Sheffield	0 13 4	104 2 7	- - -	957 13 10	8 6 1	- - -	2,341 14
67. Wakefield and Weeland	- - -	- - -	- - -	- - -	8 5 10	- - -	473 18
68. Winston Bridge	- - -	61 10 0	- - -	- - -	10 4 6	- - -	281 14
69. Worksop to Attercliffe	- - -	154 3 6	- - -	*jj* 150 0 0	4 6 0	- - -	676 17
70. York to Oswaldkirk Bank	0 5 0	60 7 6	- - -	*kk* 100 0 0	3 9 1	- - -	704 0
£	1,398 11 9	4,351 10 10	700 4 10	19,335 10 1	2,331 14 6	80 19 6	62,414 16

(Continued from page 63.)

a Including 6,203*l.* 2*s.* 3*d.* not bearing interest. *b* For debts of 800*l.* *c* For debts of 180*l.* *d* For debts of 1,331*l.* 14*s.* 5
h Including 30*l.* compensation to clerk. *i* For debts of 100*l.* *j* Including 3,944*l.* 18*s.* at 1*d.* per cent. *k* For debts of 335*l.* 8*s.* 10
n For debts of 233*l.* 15*s.* *o* Misstated in previous Returns. *p* The Local Act having expired, the remaining debt, 554*l.* 7*s.* 2*d.*, is omitt
u Including 82*l.* 10*s.* compensation to officers. *v* The Local Act having expired, the subscription debt of 50*l.* is omitted.
z Including 1,613*l.* at 4 per cent. *aa* Including 20*l.* compensation to clerk. *bb* For debts of 803*l.* 12*s.* 4*d.*
ff Rate of interest reduced by Act of Parliament. *gg* For debts of 2,741*l.* 18*s.* 5*d.* *hh* Including 600*l.* accepted in discharge of debts of 604*l.* 11*s.*

DEBTS.						ARREARS OF INCOME.					
27. Bonded or Mortgage Debts.	28. Rate of Interest per cent.	29. Floating Debts.	30. Unpaid Interest.	31. Balance due to Treasurers on 31st Dec. 1874.	32. Total Debts.	33. Arrears of Tolls for current Year.	34. Arrears of Paarih Composition for current Year.	35. Arrears of other Receipts for current Year.	36. Arrears of former Years.	37. Balance in Treasurers' Hands on 31st Dec. 1874.	38. Total Assets.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
75 0 0	2	-	605 18 7	-	2,980 18 7	-	-	-	-	13 5	131 7 5
00 0 0	2	-	-	-	500 0 0	2 10 0	-	-	-	372 4 11	374 14 11
03 2 3	5	3,229 6 11	20,912 0 0	-	40,844 9 2	—	—	—		—	—
66 13 4	2¾	-	143 14 11	-	5,410 8 8	66 10 3	-	-	50 9 8	547 17 11	664 17 10
35 0 0	3	-	-	-	885 0 0	-	-	-	-	441 13 2	441 13 2
94 2 6	1*d.*	22 11 8	0 9 5	-	1,117 3 7	-	-	-	-	33 15 10	33 15 10
55 17 8	None	-	-	-	9,465 17 8	-	-	-	-	360 2 11	360 2 11
23 17 7	None	-	-	-	4,823 17 7	27 0 5	-	-	-	194 2 3	221 2 8
32 7 11	5	-	-	-	1,532 7 11	-	-	-	4 16 5	77 10 2	82 6 7
f —		—	—	—	—	—	—	—	—	—	—
—		—	—	—	—	—	—	—	—	—	—
20 0 0	3	-	-	121 9 10	1,241 9 10	-	212 16 11	-	-	-	212 16 11
—		—	—	—	—	—	—	—	—	—	—
00 0 0	4	43 18 8	20 0 0	-	563 18 8	-	-	-	-	142 16 4	142 16 4
49 18 0	2	167 2 9	7 12 3	-	4,514 13 0	-	-	-	-	34 3 0	34 3 0
n —		—	—	—	—	—	—	—	—	—	—
31 5 6	3	-	127 14 0	23 18 6	982 18 0	—	—	—	—	—	—
71 1 3	1¾	-	144 13 11	-	8,515 15 2	0 2 6	-	-	-	388 2 9	388 5 3
p —		—	—	—	—	—	—	—	—	—	—
73 11 8	1¾	-	-	-	4,573 11 8	-	-	-	-	931 10 4	931 10 4
30 0 0	None	-	-	-	430 0 0	-	-	-	-	82 7 3	82 7 3
56 4 0	3	-	-	-	2,496 4 0	-	-	-	-	105 16 5	105 16 5
35 0 0	3	196 13 4	155 16 0	-	10,837 9 4	-	-	-	-	508 15 11	508 15 11
98 17 0	1*d.*	-	-	-	7,098 17 0	-	-	-	-	170 3 1	170 3 1
00 0 0	4	-	-	-	500 0 0	-	-	-	-	1,003 5 7	1,003 5 7
02 6 4	None	-	-	-	11,402 6 4	-	-	-	-	1,147 10 2	1,147 10 2
04 4 9	None	-	-	-	2,204 4 9	-	-	-	-	370 5 2	370 5 2
v —		—	—	—	—	—	—	—	—	—	—
6 10 0	3	-	-	-	516 10 0	-	-	-	-	57 4 11	57 4 11
00 0 0	1½	-	-	-	5,030 0 0	-	-	-	-	163 2 6	163 2 6
02 6 2	3½	-	8 9 2	-	90 15 4	-	-	-	-	3 6 2	3 6 2
00 0 0	3	-	-	-	800 0 0	68 7 10	-	-	-	375 3 2	443 11 0
83 0 0	1	-	-	-	593 0 0	-	-	-	-	83 19 5	83 19 5
70 0 0	5	2,921 3 8	14,705 0 0	-	27,896 3 8	-	-	-	-	871 19 9	871 19 9
00 0 0	1¼	-	-	-	2,000 0 0	-	-	-	-	618 1 5	618 1 5
—		—	—	—	—	—	—	—	—	—	—
28 0 0	3	-	100 2 5	-	2,928 2 5	-	-	-	-	148 6 8	148 6 8
89 0 0	None	-	-	-	2,839 0 0	-	-	-	-	261 8 11	261 8 11
—		—	—	—	—	—	—	—	—	—	—
00 0 0	3	-	-	-	1,260 0 0	-	-	-	-	260 11 2	260 11 2
09 9 8	4	-	-	-	2,809 9 8	69 0 0	-	-	-	141 9 7	210 9 7
00 0 0	*dd* None	-	*dd* -	-	2,060 0 0	-	-	-	-	381 12 8	381 12 8
45 0 0	4	-	-	-	645 0 0	-	-	-	-	311 18 11	311 18 11
00 0 0	5	-	1,397 5 2	-	4,797 5 2	-	-	-	-	1,273 17 5	1,273 17 5
- - -	-	-	-	-	-	-	-	-	-	75 15 7	75 15 7
00 0 0	*ff* 2	23 14 6	-	-	2,323 14 6	-	-	-	-	296 3 3	296 3 3
38 6 8	3	-	11 4 5	-	4,244 11 1	-	-	-	-	210 13 11	210 13 11
66 5 0	3	-	-	-	736 5 0	-	-	-	138 16 0	70 4 6	209 0 6
07 7 10	3	-	68 18 5	-	6,166 6 3	-	-	-	-	78 15 11	78 15 11
55 0 0	4½	-	-	597 5 2	6,602 5 2	—	—	—	—	—	—
04 11 11	1	-	60 6 7	-	6,094 18 6	-	-	-	-	766 18 10	766 18 10
55 0 0	3	-	-	-	1,065 0 0	-	-	-	-	872 3 3	372 3 3
- - -	-	21 11 6	-	430 15 8	452 7 2	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
44 0 2	2	4 13 9	170 4 6	-	1,548 18 5	193 15 0	-	-	-	350 5 7	544 0 7
00 0 0	3	-	-	-	150 0 0	29 13 3	-	-	-	242 9 0	272 2 3
00 0 0	3	-	-	-	2,050 0 0	-	-	-	-	80 3 10	80 3 10
00 0 0	3	69 17 6	1,183 14 3	-	7,103 11 9	-	-	-	-	870 9 5	870 9 5
55 0 0	2½	-	-	-	2,415 0 0	-	-	-	-	138 7 0	138 7 0
17 1 3	-	6,882 1 8	40,143 4 10	1,173 9 2	235,575 16 11	540 5 11	216 18 5	-	209 9 7	19,920 0 1	20,886 14 0

*t*s of 200*l.* *f* The Local Act having expired, the remaining debt, 406*l.* 17*s.* 5*d.*, is omitted. *g* Including 555*l.* compensation to officers.
cluding 123*l.* compensation to officers. *m* The Local Act having expired, the remaining debt of 159*l.* 4*s.* 6*d.* is omitted.
r debts of 1,807*l.* 2*s.* 10*d.* *r* For debts of 150*l.* *s* For debts of 1,519*l.* 9*s.* 8*d.* *t* For debts of 648*l.* 15*s.* 8*d.*
w Including 2,830*l.* not bearing interest. *x* For debts of 400*l.* *y* For debts of 1,096*l.* 11*s.* 7*d.*
c For debts of 240*l.* *dd* Interest abolished and arrears extinguished by Act of Parliament. *ee* For debts of 430*l.*
Local Act having expired, the remaining debt, 7,747*l.* 8*s.* 7*d.*, is omitted. *jj* For debts of 250*l.* *kk* For debts of 160*l.*

WALES.

1. NAMES OF COUNTIES AND TRUSTS.	2. Balance in Treasurers' Hands on 1st Jan. 1874.	3. Balance due to the Treasurers on 1st Jan. 1874.	INCOME. 4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amou of Mon borrowe the Secu of the T
COUNTY OF ANGLESEY.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
1. Beaumaris and Menai Bridge	150 3 10	- - -	141 0 0	- - -	- - -	- -	3 6 3	- -
2. Shrewsbury and Holyhead	3,493 4 10	- - -	2,897 10 7	- - -	- - -	- -	191 7 10	- -
£	3,643 8 8	- - -	3,038 10 7	- - -	- - -	- -	194 14 1	- -
COUNTY OF CARNARVON.								
1. Carnarvonshire	335 2 9	- - -	2,426 10 6	- - -	- - -	- -	124 5 6	- -
2. Penmachno	121 13 0	- - -	125 0 0	30 0 0	- - -	- -	1 19 6	- -
3. Porthdinllaen and Nanthwynant *c*	449 0 11	- - -	671 18 11	- - -	- - -	- -	*d* 40 0 0	- -
£	905 16 8	- - -	3,223 9 5	30 0 0	- - -	- -	166 5 0	- -
COUNTY OF DENBIGH.								
1. Barnhill and Wrexham	190 3 1	- - -	400 0 0	- - -	- - -	- -	- - -	- -
2. Denbigh and Pentre Voelas	123 3 7	- - -	86 0 0	25 0 0	- - -	- -	1 10 0	-
3. Llanrwst and Abergele	47 7 3	- - -	332 19 8	113 10 0	- - -	- -	- - -	- -
4. Ruthin to Mold	- - -	16 16 0	320 0 0	158 16 2	- - -	- -	6 11 3	- -
5. St. Asaph and Conway	309 19 9	- - -	688 10 0	- - -	- - -	- -	32 2 1	- -
6. Wrexham to Denbigh through Ruthin and Cerrig-y-Druidion Branch	316 4 6	- - -	730 0 0	- - -	- - -	- -	30 5 2	- -
7. Wrexham, Ruabon, and Llangollen	505 9 0	- - -	784 14 2	- - -	- - -	- -	34 12 8	- -
£	1,492 7 2	16 16 0	3,342 3 10	297 6 2	- - -	- -	105 1 2	- -
COUNTY OF FLINT.								
1. Chester and Northop	61 15 9	- - -	565 0 0	- - -	- - -	- -	1 6 10	- -
2. Denbigh and Rhyddlan	- - -	19 0 11	304 7 8	- - -	- - -	- -	16 5 2	- -
3. Flint, Holywell, and Mostyn	35 18 10	- - -	2,104 6 5	900 13 3	- - -	- -	26 12 2	- -
4. Lower King's Ferry	468 14 6	- - -	1,000 0 0	500 19 7	- - -	- -	6 9 0	- -
5. Mold and Broughton and Branch	230 5 0	- - -	390 0 0	- - -	- - -	- -	10 0 0	- -
6. Mold and Denbigh	138 12 6	- - -	371 5 6	49 0 5	- - -	- -	18 17 3	- -
7. Pontblyddyn and Llandegla	- - -	13 19 9	226 15 2	- - -	- - -	- -	8 0 0	- -
8. Whitchurch and Marchwiel	150 15 6	- - -	660 16 2	- - -	- - -	- -	- - -	- -
9. Wrexham and Mold	301 11 5	- - -	350 0 0	- - -	- - -	- -	*f* 521 2 3	- -
£	1,387 13 6	33 0 8	5,972 10 11	1,450 13 3	- - -	- -	608 12 8	- -
COUNTY OF MERIONETH.								
1. Aberdovey District	34 15 8	- - -	71 6 8	15 3 6	- - -	- -	0 2 6	- -
2. Bala District	295 9 5	- - -	538 18 1	- - -	- - -	- -	- - -	- -
3. Dolgelly, Mowddy, and Towyn	1,003 1 6	- - -	916 2 7	- - -	- - -	- -	9 10 8	- -
4. Edeirnion	174 6 11	- - -	280 0 0	- - -	- - -	- -	12 16 6	- -
5. Festiniog, Maentwrog, and Harlech	209 12 9	- - -	317 10 0	- - -	- - -	- -	4 7 6	- -
6. Portmadoc and Beaver Pool Bridge	300 19 3	- - -	436 3 10	32 15 0	- - -	- -	7 13 11	- -
£	2,018 5 6	- - -	2,560 1 2	47 18 6	- - -	- -	34 11 1	- -

a Including materials, &c. *b* Banker's commission. *c* Local Act expired 1st November 1874.
f Including 500*l.* from Tramways Company. *g* Bank commission.

WALES.

10. Total Income.	EXPENDITURE. 11. Manual Labour.	12. Team Labour and Carriage of Materials.	13. Materials for Surface Repairs.	14. Land purchased.	15. Damage done in obtaining Materials.	16. Tradesmen's Bills.	17. Salaries of Treasurer.	18. Salaries of Clerk.	19. Salaries of Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
44 6 3	95 19 4	16 17 6	- - -	- - -	- - -	0 11 10	- - -	10 0 0	15 0 0
88 18 5	*a* 2,653 14 11	- - -	- - -	- - -	59 5 0	195 3 7	- - -	250 0 0	211 5 6
33 4 8	2,749 14 3	16 17 6	- - -	- - -	59 5 0	195 15 5	- - -	260 0 0	226 5 6
50 16 0	839 0 0	319 18 8	251 17 0	- - -	- - -	199 3 8	- - -	105 0 0	160 0 0
56 19 6	74 4 2	8 14 0	15 5 6	- - -	- - -	4 15 11	*b* 0 6 3	5 5 0	- - -
11 18 11	*e* 755 13 9	- - -	- - -	- - -	- - -	- - -	- - -	30 0 0	52 10 0
19 14 5	1,668 17 11	328 12 8	267 2 6	- - -	- - -	203 19 7	0 6 3	140 5 0	212 10 0
00 0 0	72 8 8	54 7 8	11 13 1	- - -	8 9 0	1 0 5	- - -	10 0 0	20 0 0
12 10 0	69 13 0	4 0 0	- - -	- - -	- - -	0 6 6	- - -	10 0 0	- - -
46 9 8	123 0 5	15 12 3	16 1 9	- - -	- - -	2 10 2	5 0 0	20 0 0	25 0 0
85 7 5	158 15 1	33 14 3	217 17 3	- - -	- - -	12 11 0	*b* 0 17 9	30 0 0	- - -
20 12 1	167 4 4	54 19 0	51 10 5	- - -	- - -	- - -	1 16 9	15 0 0	40 15 9
60 5 2	344 9 5	47 4 1	18 13 6	- - -	- - -	16 14 11	*b* 1 19 9	50 0 0	- - -
19 6 10	263 13 1	50 13 0	23 7 2	- - -	5 10 0	7 9 6	- - -	30 0 0	55 0 0
44 11 2	1,199 4 0	260 10 3	339 3 2	- - -	13 19 0	40 12 6	9 14 3	165 0 0	140 15 9
66 6 10	109 6 6	29 0 9	114 6 11	- - -	- - -	4 1 9	- - -	20 0 0	20 0 0
20 12 10	141 2 2	26 17 6	28 17 2	- - -	- - -	- - -	3 12 3	15 0 0	42 11 8
31 11 10	950 3 6	406 0 1	591 12 6	- - -	10 6 0	16 5 2	9 19 0	70 0 0	126 3 0
07 8 7	398 12 3	79 1 11	165 4 10	- - -	5 5 3	4 13 4	- - -	50 0 0	35 0 0
00 0 0	115 3 7	38 15 4	6 19 0	- - -	3 19 8	2 7 3	- - -	25 0 0	30 0 0
39 3 2	131 9 2	64 0 0	96 7 1	- - -	- - -	- - -	1 8 3	15 0 0	50 0 0
34 15 2	73 3 9	14 17 0	2 15 1	- - -	- - -	7 18 2	0 9 3	15 0 0	20 0 0
60 16 2	90 8 0	56 15 5	73 0 3	- - -	- - -	22 3 5	7 10 0	7 10 0	20 0 0
71 2 3	145 0 7	30 6 2	209 11 1	- - -	6 10 0	1 17 6	- - -	10 0 0	30 0 0
31 16 10	2,154 9 6	745 14 2	1,288 13 11	- - -	26 0 11	59 6 7	22 18 9	227 10 0	373 14 8
86 12 8	52 2 2	4 14 0	- - -	- - -	- - -	1 5 0	6 0 0	9 0 0	14 6 0
38 18 1	233 15 8	27 9 0	8 4 0	- - -	- - -	2 13 6	11 0 0	6 0 0	23 0 0
25 13 3	486 11 7	139 0 9	28 11 7	- - -	- - -	77 15 5	- - -	30 0 0	40 0 0
92 16 6	83 6 0	3 1 6	3 2 0	- - -	6 0 0	- - -	*g* 0 9 6	21 0 0	19 0 0
21 17 6	*h* 265 3 9	1 13 6	- - -	- - -	- - -	- - -	7 10 0	10 0 0	15 5 0
76 12 9	217 3 7	21 9 6	- - -	- - -	- - -	4 7 11	15 0 0	25 0 0	46 16 4
42 10 9	1,338 2 9	197 8 3	39 17 7	- - -	6 0 0	86 1 10	39 19 6	101 0 0	158 7 4

(Continued on page 68.)

d From sale of Trust property.

e Including 238*l.* 4*s.* 9*d.* paid to parishes on the Trust ceasing.

h Including contract work.

WALES.

(Continued from page 67.)

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—*continued.*					
	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. Total Expenditure.
COUNTY OF ANGLESEY.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
1. Beaumaris and Menai Bridge	- - -	32 3 9	- - -	- - -	23 3 5	- - -	193 15
2. Shrewsbury and Holyhead	8 2 10	- - -	32 12 0	- - -	167 7 11	- - -	3,577 11
£	8 2 10	32 3 9	32 12 0	- - -	190 11 4	- - -	3,771 7
COUNTY OF CARNARVON.							
1. Carnarvonshire	- - -	86 18 0	140 2 1	- - -	151 3 10	- - -	2,253 3
2. Penmachno	20 0 0	6 0 0	- - -	- - -	8 10 7	- - -	143 1
3. Porthdinllaen and Nanthwynant	- - -	8 13 4	- - -	290 0 0	24 2 9	- - -	1,160 19
£	20 0 0	101 11 4	140 2 1	290 0 0	183 17 2	- - -	3,557 4
COUNTY OF DENBIGH.							
1. Barnhill and Wrexham	7 10 6	42 9 6	- - -	*d* 205 0 0	14 3 4	- - -	447 2
2. Denbigh and Pentre Voelas	1 11 6	- - -	- - -	- - -	2 5 2	- - -	87 16
3. Llanrwst and Abergele	- - -	265 0 0	- - -	- - -	16 6 1	- - -	488 10
4. Ruthin to Mold	1 12 0	- - -	- - -	- - -	8 18 6	- - -	464 5
5. St. Asaph and Conway	- - -	76 6 10	- - -	*e* 315 0 0	54 0 6	- - -	776 13
6. Wrexham to Denbigh through Ruthin and Cerrig-y-Druidion Branch	- - -	37 15 6	- - -	*f* 313 18 0	6 0 11	- - -	836 16
7. Wrexham, Ruabon, and Llangollen	- - -	- - -	- - -	400 0 0	28 8 11	- - -	864 1
£	10 14 0	421 11 10	- - -	1,233 18 0	130 3 5	- - -	3,965 6
COUNTY OF FLINT.							
1. Chester and Northop	2 1 10	104 8 1	- - -	- - -	18 4 2	- - -	421 10
2. Denbigh and Rhyddlan	- - -	- - -	- - -	- - -	38 0 2	- - -	296 0
3. Flint, Holywell, and Mostyn	49 11 5	197 1 2	80 15 8	*e* 388 0 0	156 13 7	- - -	3,052 11
4. Lower King's Ferry	30 5 2	- - -	- - -	*g* 1,084 2 6	18 0 10	- - -	1,870 6
5. Mold and Broughton and Branch	- - -	35 10 0	- - -	*h* 190 0 0	5 6 0	- - -	453 0
6. Mold and Denbigh	6 14 0	- - -	- - -	- - -	133 4 7	- - -	498 3
7. Pontblyddyn and Llandegla	0 15 0	49 13 4	- - -	- - -	23 11 5	- - -	208 3
8. Whitchurch and Marchwiel	- - -	41 14 9	- - -	*j* 417 7 6	0 14 9	- - -	737 4
9. Wrexham and Mold	- - -	7 4 8	- - -	*k* 733 10 0	19 12 6	- - -	1,193 12
£	89 7 5	435 12 0	80 15 8	2,813 0 0	413 8 0	- - -	8,730 11
COUNTY OF MERIONETH.							
1. Aberdovey District	- - -	33 6 7	- - -	- - -	6 3 7	- - -	126 17
2. Bala District	- - -	25 18 0	- - -	*l* 175 0 0	11 10 8	- - -	524 10
3. Dolgelly, Mowddy, and Towyn	- - -	43 3 9	0 11 8	- - -	52 15 9	- - -	898 10
4. Edeirnion	- - -	- - -	- - -	- - -	2 8 7	- - -	138 7
5. Festiniog, Maentwrog, and Harlech	- - -	2 1 4	- - -	- - -	*m* 81 17 4	- - -	333 10
6. Portmadoc and Beaver Pool Bridge	- - -	113 1 3	- - -	- - -	13 1 2	- - -	455 19
£	- - -	217 10 11	0 11 8	175 0 0	117 17 1	- - -	2,477 16

a Reduced by Act of Parliament. *b* Including 830*l.* not bearing interest.
d For debts of 460*l.* *e* For debts of 400*l.* *f* For debts of 627*l.* 16*s.* *g* For debts of 2,169*l.* 11*s.* 7*d.*
k For debts of 1,222*l.* *l* For debts of 200*l.*

WALES.

DEBTS.						ARREARS OF INCOME.					
27. Bonded or Mortgage Debts.	28. Rate of Interest per cent.	29. Floating Debts.	30. Unpaid Interest.	31. Balance due to Treasurers on 31st Dec. 1874.	32. Total Debts.	33. Arrears of Tolls for current Year.	34. Arrears of Parish Composition for current Year.	35. Arrears of other Receipts for current Year.	36. Arrears of former Years.	37. Balance in Treasurers' Hands on 31st Dec. 1874.	38. Total Assets.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
650 0 0	*a* 2	- -	- -	- -	650 0 0	- -	- -	- -	- -	100 14 3	100 14 3
467 5 0	5	- -	1,101 8 7	- -	1,568 13 7	- -	- -	- -	- -	3,004 11 6	3,004 11 6
117 5 0	- -	- -	1,101 8 7	- -	2,218 13 7	- -	- -	- -	- -	3,105 5 9	3,105 5 9
526 0 0	4	- -	- -	- -	2,526 0 0	- -	- -	- -	225 10 0	632 15 6	858 5 6
030 0 0	2	- -	- -	- -	1,030 0 0	- -	- -	- -	- -	135 11 1	135 11 1
—	—	—	*c* —	—	—	—	—	—	—	—	—
556 0 0	- -	- -	- -	- -	3,556 0 0	- -	- -	- -	225 10 0	768 6 7	993 16 7
561 11 2	2	- -	- -	- -	1,561 11 2	- -	- -	- -	- -	143 0 11	143 0 11
500 0 0	None	- -	- -	- -	1,500 0 0	- -	- -	- -	- -	147 17 5	147 17 5
000 0 0	4	- -	1,431 0 0	- -	11,431 0 0	- -	- -	- -	- -	5 6 3	5 6 3
028 1 4	2½	- -	121 2 10	- -	1,149 4 2	- -	- -	- -	- -	4 5 7	4 5 7
790 0 0	4	- -	- -	- -	1,790 0 0	- -	- -	- -	- -	253 18 3	253 18 3
368 17 7	2	- -	- -	- -	2,368 17 7	- -	- -	- -	- -	239 13 7	239 13 7
624 8 1	None	- -	- -	- -	1,624 8 1	1 1 0	- -	23 0 0	- -	460 14 2	484 15 2
872 18 2	- -	- -	1,552 2 10	- -	21,425 1 0	1 1 0	- -	23 0 0	- -	1,254 16 2	1,278 17 2
556 4 0	3	- -	2 12 1	- -	3,558 16 1	- -	- -	- -	- -	206 12 7	206 12 7
- - -	- - -	- - -	- - -	- - -	- - -	22 1 3	- -	- -	- -	5 11 0	27 12 3
422 0 0	3	- -	- -	- -	5,422 0 0	- -	- -	- -	- -	14 19 7	14 19 7
367 13 1	1*d.*	- -	- -	- -	12,367 13 1	- -	- -	- -	- -	105 17 0	105 17 0
750 0 0	4	- -	- -	- -	750 0 0	- -	- -	- -	- -	177 4 2	177 4 2
500 0 0	*i* None	- -	60 0 0	- -	560 0 0	- -	- -	- -	- -	79 12 7	79 12 7
650 0 0	3	- -	- -	- -	1,650 0 0	- -	- -	- -	- -	12 12 5	12 12 5
800 0 0	1	- -	- -	- -	1,800 0 0	- -	- -	- -	- -	74 7 7	74 7 7
- -	- - -	- -	- -	20 18 10	20 18 10	—	—	—	—	—	—
045 17 1	- -	- -	62 12 1	20 18 10	26,129 8 0	22 1 3	- -	- -	- -	676 16 11	698 18 2
566 13 6	5	- -	- -	5 9 0	672 2 6	—	—	—	—	—	—
295 0 0	2	- -	- -	- -	1,295 0 0	- -	- -	- -	- -	309 1 8	309 16 8
359 0 0	2	66 14 1	74 10 7	- -	3,000 4 8	- -	- -	- -	- -	1,030 4 3	1,030 4 3
387 0 0	None	- -	- -	- -	1,887 0 0	- -	- -	- -	- -	328 15 10	328 15 10
331 0 0	None	- -	611 15 0	- -	3,942 15 0	- -	- -	- -	- -	197 19 4	197 19 4
935 0 0	4½	- -	813 0 9	- -	5,748 0 9	- -	- -	- -	- -	321 12 3	321 12 3
973 13 6	- -	66 14 1	1,499 6 4	5 9 0	16,545 2 11	- -	- -	- -	- -	2,188 8 4	2,188 8 4

c The Local Act having expired, the remaining debt, 150*l*., and unpaid interest, 149*l*. 1*s*. 1*d*., are omitted.
h For debts of 225*l*. *i* Interest abolished by Act of Parliament. *j* For debts of 925*l*.
m Including 6*l*. 8*s*. 3*d*. loss by late Treasurer.

1. NAMES OF COUNTIES AND TRUSTS.	2. Balance in Treasurers' Hands on 1st Jan. 1874.	3. Balance due to the Treasurers on 1st Jan. 1874.	INCOME. 4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amou Mon borrow the Sec of the
COUNTY OF MONTGOMERY.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£
1. Cilgwrgan, Bettws, and Tregynon	- - -	102 3 3	145 0 0	123 8 0	- - -	- -	*a* 66 13 7	-
2. Montgomery, Second District	163 18 9	- - -	1,077 12 7	434 18 0	- - -	- -	- - -	-
3. Montgomeryshire, First District *b*	1,909 3 6	459 4 7	1,754 4 7	196 0 0	- - -	- -	*c* 938 0 4	-
4. Montgomeryshire, Second District	682 18 8	- - -	2,198 4 4	304 13 0	- - -	- -	88 11 10	-
5. Montgomeryshire, Third District	366 6 4	- - -	1,388 3 4	216 16 8	- - -	- -	15 7 3	-
6. Ditto, Blackwaters and Rednall Branch	17 5 4	- - -	118 10 0	- - -	- - -	- -	0 17 0	-
7. Montgomeryshire, Fourth District	92 3 11	- - -	610 3 10	88 6 10	- - -	- -	40 0 0	-
£	3,231 16 6	561 7 10	7,291 18 8	1,364 2 6	- - -	- -	1,149 10 0	-
SOUTH WALES.								
1. Breconshire, consolidated	496 9 1	- - -	2,502 0 7	2,191 17 8	- - -	0 3 0	246 9 6	-
2. Cardiganshire, consolidated	239 10 6	- - -	2,107 18 4	682 16 10	- - -	0 3 3	150 18 6	-
3. Carmarthenshire, consolidated	711 8 8	- - -	5,449 14 7	3,249 18 2	- - -	1 14 4	401 1 6	-
4. Glamorganshire, consolidated	488 3 5	- - -	12,728 8 0	3,661 7 4	- - -	-	227 0 0	-
5. Pembrokeshire, consolidated	117 0 9	- - -	1,627 0 0	847 16 3	- - -	0 15 6	85 4 0	-
6. Radnorshire, consolidated	29 14 3	- - -	1,243 7 10	791 3 4	402 1 0	-	86 17 0	-
£	2,082 6 8	- - -	25,658 9 4	11,424 19 7	402 1 0	2 16 1	1,197 10 6	-

a Including 64*l.* 5*s.* 10*d.* from Lord Sudeley for repairs.

b Fourteen roads united.

10.	EXPENDITURE.								
	11.	12.	13.	14.	15.	16.	17.	18.	19.
Total Income.	Manual Labour.	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of Treasurer.	Salaries of Clerk.	Salaries of Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
335 1 7	120 9 1	63 14 3	49 17 11	- - -	0 10 0	10 17 7	- - -	3 9 2	5 7 6
1,512 10 7	491 12 6	248 14 2	278 16 0	- - -	- - -	20 0 0	- - -	38 12 0	50 0 0
2,888 4 11	813 9 5	258 15 6	390 15 5	- - -	3 2 6	114 10 2	- - -	49 18 3	107 3 9
2,591 9 2	497 14 9	103 12 3	162 19 8	- - -	- - -	9 9 7	- - -	42 0 0	100 0 0
1,620 7 3	505 16 4	122 16 3	188 17 0	- - -	- - -	1 5 4	- - -	20 0 0	80 0 0
119 7 0	24 1 0	1 18 6	26 13 4	- - -	- - -	5 4 0	- - -	10 0 0	- - -
738 10 8	*d* 301 12 1	82 8 10	- - -	- - -	0 10 0	8 12 10	15 0 0	20 0 0	45 12 11
9,805 11 2	2,754 15 2	881 19 9	1,097 19 4	- - -	4 2 6	169 19 6	15 0 0	183 19 5	388 4 2
4,940 10 9	921 7 3	8 0 0	1,180 11 2	- - -	- - -	14 1 7	8 12 8	80 0 0	202 1 8
2,941 16 11	728 13 11	- - -	1,127 9 2	- - -	- - -	51 10 11	12 10 0	100 0 0	200 0 0
9,102 8 7	2,217 2 9	- - -	3,284 2 11	- - -	3 10 0	158 17 9	5 5 0	181 10 0	396 0 0
16,616 15 4	3,800 5 6	85 15 0	7,253 1 3	- - -	- - -	545 13 11	30 18 6	235 0 0	523 10 0
2,560 15 9	544 10 5	- - -	893 7 10	- - -	- - -	45 10 9	14 7 1	70 0 0	125 0 0
2,523 9 2	530 9 2	- - -	441 17 7	- - -	15 10 7	47 8 10	- - -	40 0 0	155 0 0
38,685 16 6	8,742 9 0	93 15 0	14,180 9 11	- - -	19 0 7	863 3 9	71 13 3	706 10 0	1,601 11 8

(Continued on page 72.)

c Including 759*l.* 13*s.* 9*d.* from Highway Boards for plant and materials.

d Including contract work.

(Continued from page 71.)

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—*continued.*																							
	20. Law Charges.			21. Interest of Debt.			22. Improvements.			23. Debts paid off.			24. Incidental Expenses.			25. Estimated Value of Statute Duty performed.			26. Total Expenditu		
COUNTY OF MONTGOMERY.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	
1. Cilgwrgan, Bettws, and Tregynon	-	0	5	0	-	-	-	-	-	-	-	-	-	1	3	7	-	-	-	255	14	
2. Montgomery, Second District	-	0	15	0	49	10	11	-	-	-	*a* 293	0	0	35	1	0	-	-	-	1,506	1	
3. Montgomeryshire, First District	-	-	-	-	331	10	2	-	-	-	-	-	-	23	14	11	-	-	-	2,093	0	
4. Montgomeryshire, Second District	-	47	9	9	833	16	1	-	-	-	*d* 100	0	0	72	11	0	-	-	-	1,969	13	
5. Montgomeryshire, Third District	-	-	-	-	428	3	6	-	-	-	-	-	-	74	9	9	-	-	-	1,421	8	
6. Ditto, Blackwaters and Rednall Branch	-	0	6	8	29	7	8	-	-	-	-	-	-	22	3	6	-	-	-	119	14	
7. Montgomeryshire, Fourth District	-	-	-	-	327	2	11	-	-	-	-	-	-	27	16	6	-	-	-	828	16	
£	48	16	5	1,999	11	3	-	-	-	393	0	0	257	0	3	-	-	-	8,194	7		
SOUTH WALES.																						
1. Breconshire, consolidated	-	-	-	91	0	3	24	0	3	2,100	17	5	66	12	1	-	-	-	4,697	4		
2. Cardiganshire, consolidated	-	-	-	35	1	2	-	-	-	647	15	8	34	17	1	-	-	-	2,937	17		
3. Carmarthenshire, consolidated	-	-	-	151	10	5	-	-	-	3,098	7	9	105	1	2	-	-	-	9,601	7		
4. Glamorganshire, consolidated	56	4	2	192	6	11	-	-	-	3,469	0	5	185	16	5	-	-	-	16,377	12		
5. Pembrokeshire, consolidated	-	-	-	42	2	5	-	-	-	774	6	3	93	9	10	-	-	-	2,602	14		
6. Radnorshire, consolidated	-	-	-	45	8	4	-	-	-	745	15	0	77	6	10	402	1	0	2,500	17		
£	56	4	2	557	9	6	24	0	3	10,836	2	6	563	3	5	402	1	0	38,717	14		

a For debts of 460*l.*
b Misstated in previous Return, and including 17,422*l.* 15*s.* 5*d.*, not bearing interest.
e Misstated in previous Return; including 5,500*l.* at 3, and 1,470*l.* at 1 per cent.
f Reduced by Act of Parliament.

DEBTS.													ARREARS OF INCOME.											
27. Bonded or Mortgage Debts.			28. Rate of Interest per cent.	29. Floating Debts.			30. Unpaid Interest.			31. Balance due to Treasurers on 31st Dec. 1874.			32. Total Debts.			33. Arrears of Tolls for current Year.			34. Arrears of Parish Composition for current Year.			35. Arrears of other Receipts for current Year.		
£	s.	d.		£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
7,200	0	0	3	-		-	1,779	10	2		22	15	9	9,002	5	11	21	13	4	-		-	-		-
800	0	0	3	-		-	28	10	0	-		-	828	10	0	-		-	-		-	-		-
0,807	0	5	*c* 2	-		-	*c* -		-	-		-	20,807	0	5	265	15	2	-		-	-		-
8,065	13	0	*f* 2	53	16	7	260	9	8	-		-	18,379	19	3	32	0	10	-		-	106	10	0
0,192	0	0	*f* 1	-		-	12	0	0	-		-	10,204	0	0	118	7	8	-		-	-		-
676	0	0	5	-		-	13	10	0	-		-	689	10	0	-		-	-		-	-		-
6,519	10	0	*g* None	-		-	224	11	5	-		-	6,744	1	5	10	15	6	-		-	-		-
4,260	3	5	- -	53	16	7	2,318	11	3		22	15	9	66,655	7	0	448	12	6	-		-	106	10	0
1,220	11	11	3½	-		-	-	-	-	-		-	1,220	11	11	-		-	-		-	-		-
591	7	7	3½	-		-	-	-	-	-		-	591	7	7	-		-	-		-	-		-
2,332	2	7	3½	-		-	-	-	-	-		-	2,332	2	7	-		-	-		-	-		-
3,309	12	9	3½	-		-	-	-	-	-		-	3,309	12	9	-		-	-		-	-		-
713	17	6	3½	-		-	-	-	-	-		-	713	17	6	-		-	-		-	-		-
651	12	11	3½	-		-	-	-	-	-		-	651	12	11	-		-	-		-	-		-
8,819	5	3	- -	-		-	-	-	-				8,819	5	3	-		-	-		-	-		-

36. Arrears of former Years.			37. Balance in Treasurers' Hands on 31st Dec. 1874.			38. Total Assets.																		
£	s.	d.	£	s.	d.	£	s.	d.																
-		-	-	-	-	21	13	4																
-		-	170	7	9	170	7	9																
-		-	2,245	3	9	2,510	18	11																
21	0	10	1,304	14	9	1,464	6	5																
-		-	565	5	5	683	13	1																
-		-	16	17	8	16	17	8																
-		-	1	18	6	12	14	0																
21	0	10	4,304	7	10	4,880	11	2																
-		-	739	15	6	739	15	6																
-		-	243	9	6	243	9	6																
-		-	212	9	6	212	9	6																
-		-	727	6	8	727	6	8																
-		-	75	1	11	75	1	11																
-		-	52	6	1	52	6	1																
-		-	2,050	9	2	2,050	9	2																

c Interest reduced and arrears extinguished by Act of Parliament.

d For debts of 200*l*.

g Interest abolished by Act of Parliament.

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TURNPIKE ROADS (COMPARISON OF EXPENDITURE).

RETURN to an Order of the Honourable The House of Commons, dated 1 June 1876;—*for*,

RETURNS "with respect to the EXPENDITURE for TURNPIKE ROADS in *England* and *Wales*, in the following Form :—

	ENGLAND AND NORTH WALES.				SOUTH WALES.			
YEAR.	Total Expenditure by Turnpike Trusts, exclusive of Debt.	Repairs and Improvement.	Per-centage of Repairs and Improvements to Expenditure, exclusive of Debt.	Total Expenditure by Turnpike Trusts per Mile of Road, exclusive of Debt.	Total Expenditure by Turnpike Trusts, exclusive of Debt.	Repairs and Improvement.	Per-centage of Repairs and Improvements to Expenditure, exclusive of Debt.	Total Expenditure per Mile of Road, exclusive of Debt, and including General Superintendence.
	£.	£.		£. s. d.	£.	£.		£. s. d.
1865								
1866								
1867								
1868								
1869								
1870								
1871								
1872								
1873								
	Average for Nine Years -				Average for Nine Years -			

"And, of the Total Sum paid by PARISHES to TURNPIKE TRUSTS in *England* and *North Wales* unable to maintain their TURNPIKE ROADS, and the Amount per Mile thus spent."

Local Government Board, Whitehall, 1 June 1876.

JOHN LAMBERT, Secretary.

RETURN with respect to the EXPENDITURE for TURNPIKE ROADS *in England* and *Wales*.

	ENGLAND AND NORTH WALES.				SOUTH WALES.			
DATE.	Total Expenditure by Turnpike Trusts, exclusive of Debt.	Repairs and Improvements.	Per-centage of Repairs and Improvements to Expenditure, exclusive of Debt.	Total Expenditure by Turnpike Trusts per Mile of Road, exclusive of Debt.	Total Expenditure, exclusive of Debt, including Cost of General Superintendence.	Repairs and Improvements.	Per-centage of Repairs and Improvements to Expenditure, exclusive of Debt.	Total Expenditure per Mile of Road, exclusive of Debt, and including General Superintendence.
	£.	£.		£. s. d.	£.	£.		£. s. d.
1865 -	774,772	631,398	81·5	37 16 6	28,391	23,613	83·1	28 7 6
1866 -	746,952	612,078	81·9	37 2 8	26,591	21,536	81·2	26 9 6
1867 -	732,605	609,954	83·25	37 12 11	26,972	22,156	82·1	26 19 1
1868 -	682,466	572,967	84·0	36 2 –	25,770	20,853	80·9	25 15 1
1869 -	636,065	529,556	83·3	34 – 10	25,233	20,716	82·1	25 4 4
1870 -	654,919	540,485	82·5	36 14 8	25,236	20,901	82·8	25 4 5
1871 -	573,120	471,503	82·2	34 14 8	25,274	20,700	81·9	25 5 2
1872 -	545,365	441,859	81·0	36 2 –	25,661	21,038	81·9	25 12 10
1873 -	438,217	364,749	83·2	31 11 6	26,838	22,171	82·6	26 16 4
Average for Nine Years - - -			82·54	35 15 3	Average for Nine Years -		82·07	26 3 8

Note.—In addition to the expenditure of the English turnpike trusts given above, as obtained from the Annual Returns, a large amount is spent by parishes in cases where the trusts are unable to maintain the turnpike roads. In 1873, 13,999 *l.*, being about an average of 1 *l.* per mile, was spent by highway district boards upon existing turnpike roads, and this expenditure is not included in the above Return. In the same year contributions in money were made to turnpike trusts by highway district boards of 12,387 *l.*, and by parishes 8,548 *l.*, making together an average of about 1 *l.* 10 *s.* per mile. This expenditure is included above. *See* Highways Return, 1875; Parliamentary Paper (c–1347).

TURNPIKE ROADS (COMPARISON OF EXPENDITURE).

RETURN with respect to the EXPENDITURE for TURNPIKE ROADS in *England* and *Wales*; and, of the Total Sum paid by PARISHES to TURNPIKE TRUSTS in *England* and *North Wales* unable to maintain their TURNPIKE ROADS, and the Amount per Mile thus spent.

(*Mr. Portman.*)

Ordered, by The House of Commons, *to be Printed*, 1 *June* 1876.

TURNPIKE ROADS (SOUTH WALES).

RETURN to an Order of the Honourable The House of Commons, dated 31 March 1876;—*for*,

COPY "of the REPORT addressed to the President of the Local Government Board by *Thomas Codrington*, Esq., C.E., the General Superintendent of County Roads for *South Wales*, on the 9th of March 1876, with Reference to the RECEIPTS and EXPENDITURE on Account of the TURNPIKE ROADS in *South Wales* during the Year 1875, and the ESTIMATES for the Year 1876."

Local Government Board, 31 March 1876.

JOHN LAMBERT, Secretary.

SOUTH WALES TURNPIKE ROADS.

REPORT addressed to the President of the Local Government Board by *Thomas Codrington*, Esq., C.E., General Superintendent of County Roads for *South Wales*.

12, Delahay-street, Westminster, S.W.,
9 March 1876.

Sir,

I HAVE the honour to transmit the statements of receipts and expenditure on account of the turnpike roads of South Wales for the year 1875, and the estimates for the year 1876. They have been published in the local newspapers as the Act requires.

In the estimates for the current year provision has been made for the payment of the final balances of the debts due to the Public Works Loan Commissioners, and as the sums required for that purpose have been certified by the various county roads boards, and will be paid at once, the debts charged upon the counties of South Wales under the South Wales Turnpike Act of 1844 are now virtually extinguished.

The following particulars of the various loans and their repayment are therefore submitted:—

Under the provisions of the South Wales Turnpike Act (7 and 8 Victoria c. 91) the debts of the various turnpike trusts in South Wales were redeemed by advances made by the Public Works Loan Commissioners, to be repaid by annuities extending over thirty years. The payment of the annuities was secured, should the tolls not furnish sufficient funds for that purpose, as well as for the maintenance of the roads, by a charge on each county of the nature of a county rate. The details of the charges made upon each county and the annuities payable to the Public Works Loan Commissioners are shown in the following Table:—

South Wales Turnpike Roads.

CHARGES upon the Counties of *Glamorgan, Carmarthen, Pembroke, Cardigan, Brecon,* and *Radnor,* executed by South Wales Commissioners or Secretary of State, and Annuities payable to the Public Works Loan Commissioners.

County.	Date.	Amount of Charges.	Total Amount of Charges.	Annuity.	Total Annuities.	Termination of Annuities.
		£. s. d.	£. s. d.	£. s. d.	£. s. d.	
Glamorgan -	25 Mar. 1845	9,115 19 –		478 12 6		26 Mar. 1875
	29 Sept. 1845	53,360 15 –		2,801 8 10		30 Sept. 1875
	25 Mar. 1846	6,636 11 10		348 8 6		26 Mar. 1876
	29 Sept. 1846	626 3 1		32 17 6		30 Sept. 1876
			69,739 8 11		3,661 7 4	
Carmarthen -	25 Mar. 1845	27,726 7 2		1,455 12 8		26 Mar. 1875
	29 Sept. 1845	31,949 6 11		1,677 6 10		30 Sept. 1875
	25 Mar. 1846	1,727 17 9		90 14 4		26 Mar. 1876
	29 Sept. 1846	499 6 10		26 4 4		30 Sept. 1876
			61,902 18 8		3,249 18 2	
Pembroke - -	25 Mar. 1845	1,600 1 3		84 – –		26 Mar. 1875
	29 Sept. 1845	13,625 16 3		715 7 –		30 Sept. 1875
	25 Mar. 1846	325 6 10		17 1 8		26 Mar. 1876
			15,551 4 4		816 8 8	
Cardigan - -	25 Mar. 1845	5,828 14 7		306 – 2		26 Mar. 1875
	29 Sept. 1845	4,634 – 3		243 5 8		30 Sept. 1875
	25 Mar. 1846	1,998 2 7		104 18 –		26 Mar. 1876
	29 Sept. 1846	271 9 7		14 5 –		30 Sept. 1876
	29 Sept. 1849	274 5 9		14 8 –		30 Sept. 1879
			13,006 12 9		682 16 10	
Brecon - -	25 Mar. 1845	31,953 16 2		1,677 11 6		26 Mar. 1875
	29 Sept. 1845	9,092 2 6		477 6 8		30 Sept. 1875
	25 Mar. 1846	521 11 11		27 7 8		26 Mar. 1876
	29 Sept. 1847	182 14 –		9 11 10		30 Sept. 1877
			41,750 4 7		2,191 17 8	
Radnor - -	25 Mar. 1845	3,325 9 –		174 11 8		26 Mar. 1875
	29 Sept. 1845	11,463 7 6		601 16 6		30 Sept. 1875
	25 Mar. 1846	281 1 11		14 15 2		26 Mar. 1876
			15,069 18 5		791 3 4	
	Total - - - £.		217,020 7 8	Total - - £.	11,393 12 –	

It will be observed that the greater part of the annuities terminated during the past year, and that of those that remain, one annuity in each county will terminate on 25th March 1876, while three annuities would run on to the 30th September 1876, one to the 30th September 1877, and one to the 30th September 1879. It has however, been proposed, as these annuities are small, that the balance of principal and interest on all of them should be paid on the 25th of March 1876. This proposal has in all cases been adopted by the county roads boards, and in one county the balance due to the Public Works Loan Commissioners has already been paid.

The amounts of the annuities payable, compared with the length of turnpike roads retained as county roads, and the rateable values of the different counties, are as follows:—

County.	Annuities.	Length of County Roads.	Rateable Value	
			1869.	1875.
	£. s. d.	*Miles.*	£.	£.
Glamorgan	3,661 7 4	235	781,279	1,494,578
Carmarthen	3,249 18 2	290	327,630	434,000
Pembroke	816 8 8	85	306,086	383,491
Cardigan	682 16 10	134	204,889	232,890
Brecon	2,191 17 8	127	200,770	246,080
Radnor	791 3 4	130	107,238	127,733
Total £.	11,393 12 —	1,001	—	—

The total sum of 217,020 *l.* 7 *s.* 8 *d.*, which was advanced by the Public Works Loan Commissioners to the six counties of South Wales, has been repaid, both principal and interest, by instalments amounting to 11,393 *l.* 12 *s.* per annum. The aggregate amount paid in liquidation of the debts has been 341,078 *l.* 4 *s.*, of which 74,576 *l.* 8 *s.* 5 *d.* has been paid from the toll revenues, and 266,501 *l.* 15 *s.* 7 *d.* from county road rates. Full details of the payments made year by year are given in the annexed tabular statement.

The proportions paid from the toll receipts and from county road rates have varied a good deal in the different counties and under altering circumstances. By the introduction of railways the through traffic was almost entirely diverted from the roads, and the toll gates, placed to suit the old conditions of the traffic, often failed to catch a fair share of the new local traffic which the railways created. In most counties a serious loss of revenue resulted, which, followed as it was by increasing prices and rising wages, has latterly left the toll receipts barely sufficient for the maintenance of the roads.

In Glamorganshire, the payments from the toll receipts towards the annuities have amounted to 25,226 *l.* 12 *s.* 10 *d.*, equal to rather more than 23 per cent. of the whole sum paid to the Public Works Loan Commissioners; most of these payments have been made since the year 1861, before which considerable sums were spent on various improvements on the roads. Owing to the increasing trade of the county the opening of railways did not injuriously affect the revenue from tolls, which in recent years has increased rapidly, and in 1874 reached the sum of 13,016 *l.*

In Camarthenshire the tolls have supplied a larger sum, 33,933 *l.* 4 *s.* 4 *d.*, and a still larger per-centage, viz., nearly 35 per cent. of the payments to the Public Works Loan Commissioners; large payments were made from the tolls towards the annuities from the first, and were continued, with an intermission in 1855–1856, after heavy damages had been caused by floods, down to 1869. The toll revenues, which had been as much as 9,000 *l.* in 1851, gradually declined as the openings of successive railways diverted the traffic, until in 1869 they were less than 6,000 *l.*, and further contributions towards the payment of the annuities ceased. The falling off in the toll receipts has continued, and the tolls for 1876 are let for 5,150 *l.* The length of county roads in Carmarthenshire

is greater in proportion to its wealth than in any other county, except Radnor, and the rise of prices has been considerable, so that the tolls are now insufficient to keep the roads in proper order without the aid from the county road rate rendered available by the Act of last Session.

The payments from tolls in aid of the annuities in Pembrokeshire have amounted to 7,809 *l.* 14 *s.* 4 *s.*, or 32 per cent. of the whole sum paid. In 1854 the opening of the South Wales Railway to Haverfordwest was followed by a fall in the amount of toll lettings, and contributions from the tolls, which had been made annually since 1845, ceased for five years. The toll income, however, again increased to a higher amount than before, and reached 2,486 *l.* in 1862, but in 1866 the opening of the railway from Whitland to Tenby and Pembroke, at once caused a drop from 2,183 *l.* to 1,861 *l.* in the toll lettings, the loss being entirely at those gates affected by the diversion of the traffic to the railway. The tolls have nevertheless aided in paying the annuities down to 1873. Pembrokeshire has had a smaller length of turnpike road compared with its wealth than any other county, until the recent rapid increase in the rateable value of Glamorgan.

In Cardiganshire payments from tolls to the amount of 3,162 *l.* 10 *s.* 8 *d.*, or 15½ per cent. of the whole, have been made towards the annuities. The opening of the railway into the county from Carmarthen to Lampeter and Strata Florida in 1866, coincided with a fall in the toll lettings from 2,694 *l.* to 2,335 *l.*, and the termination of payments from the tolls towards the annuities.

In Breconshire 4,355 *l.* 4 *s.* 4 *d.* has been paid out of the tolls in aid of the county road rate, or 6½ per cent. of the whole sum paid in liquidation of the debt. In 1853 the county roads suffered severely from floods, and it was necessary to raise a fresh loan of 1,200 *l.* from private sources to repair damages. After this there were no payments from tolls towards the annuities until 1862, when they were resumed for a few years until 1866, when they finally ceased. The introduction of railways into the county in 1864, was followed by a fall in the toll revenues from 3,780 *l.* to 2,834 *l.*, and with the extension of railways the receipts soon diminished to the extent of another 400 *l.* a year, and the tolls are now let for 2,205 *l.* Under these circumstances, it has been with difficulty that the roads have been maintained, and any payment from tolls in aid of annuities has been impossible.

In Radnorshire, the payments made from tolls towards the annuities, amounting to 89 *l.* 11 *s.* 1 *d.*, appear to have arisen from irregularities. The tolls have been all along insufficient for the repairs of the roads, the length of which is far greater in proportion to the wealth of the county than in any county of South Wales. Haulage of materials for the repairs of the roads at the cost of the parishes, under the provisions of the Act, has therefore always been resorted to. The diminution in toll receipts, consequent upon the introduction of railways, has been from 2,222 *l.* in 1863 to 1,202 *l.* in 1875.

The county road rates required have depended principally on the rateable value of the counties, as compared with the annuities payable, though the sums afforded by the toll receipts have often considerably modified the amount of rate.

In Glamorgan there has always been a rate varying from ¼ *d.* to 1⅝ *d.* in the pound.

In Carmarthenshire the whole annuities were paid from the tolls in several years previous to 1852, and there was no rate. In other years the county road rate has ranged from ¼ *d.* to 2⅜ *d.* in the pound.

In Pembrokeshire, from 1863 to 1865, there was no county road rate, the tolls paying the annuity; in other years the rate has varied from $\frac{1}{12}$ *d.* to ⅝ *d.* in the pound.

In Cardiganshire, after the two first years of payment of the annuity, there has been a county road rate of ¾ *d.* to 1 *d.* in the pound.

In Breconshire the county road rate has been heavier than in any other county. A rate of ⅓ *d.* in 1846 was succeeded by a 3 *d.* rate in the following year, and all subsequent rates have been from 2 *d.* to 2⅝ *d.* in the pound.

In Radnorshire, a county road rate of 1¾ *d.* in the pound, falling of late years with the increased rateable value of the county to 1½ *d.*, has been levied.

The results of the system of management followed for the past 30 years in South Wales may be here briefly stated. The abstracts of the expenditure of the turnpike trusts of England and Wales, when compared with the total length

of

of turnpike roads in each year since 1864, as given in the Fourth Annual Report of the Local Government Board, show that the total expenditure, exclusive of payments on account of debt on the turnpike roads of England and North Wales by the turnpike trusts, varied from 31 *l.* 11 *s.* 6 *d.* to 37 *l.* 16 *s.* 6*d.* per mile from 1865 to 1873; the average of the nine years being 35 *l.* 15 *s.* 3 *d.* per mile. This expenditure is exclusive of that part of the cost of maintaining the turnpike roads which has been borne by the parishes. To arrive at the true cost of the turnpike roads of South Wales for the purpose of comparison, it is necessary to add to the expenditure on the latter, as given in the same abstracts of expenditure, the cost of the supervision of the roads of the six counties by the general superintendent, by whom the annual estimates of expenditure have been prepared, and the accounts have been audited. Including all the expenses connected with the general superintendent, the total expenditure exclusive of debt varied during the same nine years, from 25 *l.* 4 *s.* 4 *d.*, to 28 *l.* 7 *s.* 6 *d.* per mile, the average being 26 *l.* 3 *s.* 8 *d.* per mile. The outlay on repairs and improvements has been in each case rather more than 82 per cent. of the whole of the above expenditure, the remainder being made up of management, law, and incidental expenses.

The South Wales turnpike roads have thus been maintained at less than three-quarters of the average cost per mile of the turnpike roads of England and North Wales, and the economy is apparent equally in the outlay on the roads, and in the management and incidental expenses. The traffic on some of the South Wales turnpike roads is light, but nearly one-quarter of the whole length lies in the mining and manufacturing district of Glamorgan, where the traffic is exceptionally heavy, and there is nothing in the other circumstances of the roads to render their repairs less costly than the average of England and North Wales. The roads have been maintained in excellent order, and that this has been done so economically is to be ascribed to the advantages of the South Wales system of management, and to the care and efficiency with which that system has been administered.

I am, &c.
(signed) *Thomas Codrington,*
General Superintendent of County Roads for South Wales.

To the Right Honourable
The President of the Local Government Board.

TABLE showing PAYMENTS made from TOLLS and from COUNTY ROADS RATE in discharge of the DEBTS to the PUBLIC WORKS LOAN COMMISSIONERS by the Six Counties of *South Wales*.

DATE.	GLAMORGANSHIRE.		CARMARTHENSHIRE.		PEMBROKESHIRE.		CARDIGANSHIRE..		BRECONSHIRE.		RADNORSHIRE.	
	Payments from Tolls.	Payments from County Roads Rate.	Payments from Tolls.	Payments from County Roads Rate.	Payments from Tolls.	Payments from County Roads Rate.	Payments from Tolls.	Payments from County Roads Rate.	Payments from Tolls.	Payments from County Roads Rate.	Payments from Tolls.	Payments from County Roads Rate.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
1845	239 6 3	- - -	727 16 4	- - -	- - -	- - -	153 - 1	- - -	838 15 9	—	—	—
1846	2,654 5 7	800 - -	2,852 12 1	325 14 7	57 15 4	792 2 6	618 17 -	- - -	1,441 17 1	713 1 1	- - -	709 11 3
1847	2,251 17 -	1,409 10 4	3,249 18 2	- - -	28 15 2	787 13 6	105 9 5	468 18 -	109 10 11	2,139 3 2	- - -	415 19 -
1848	278 8 -	3,382 19 4	2,575 14 10	674 3 4	11 13 8	804 15 -		762 10 3		2,139 3 3	- - -	816 4 2
1849	- - -	3,661 7 4	3,249 18 2	- - -	11 13 6	804 15 2	105 9 5	562 19 5	411 17 8	1,780 - -	89 1 11	586 10 3
1850	- - -	3,661 7 4	2,567 15 5	682 2 9	11 13 7	804 15 1	333 11 5	375 6 3	50 1 9	2,141 15 11	- - -	1,405 - 6
1851	281 11 6	3,379 15 10	1,624 19 1	- - -	172 12 6	643 16 2		656 16 -	52 14 5	2,139 3 3	- - -	299 18 -
1852	844 17 5	2,816 9 11	3,851 17 4	1,022 19 11	172 12 6	643 16 2	401 7 2	281 9 8	518 15 6	1,673 2 2	- - -	1,070 17 3
1853	1,126 12 6	2,534 14 10	2,226 14 9	1,023 3 5	178 15 1	637 13 7	255 19 10	426 17 -	518 15 6	1,673 2 2	- - -	1,023 4 7
1854	- - -	3,661 7 4	1,543 10 1	1,706 8 1	- - -	816 8 8	- - -	682 16 10	- - -	2,191 17 8	- - -	791 3 4
1855	562 19 8	3,098 7 8	7 14 10	3,242 3 4	- - -	816 8 8	- - -	682 16 10	- - -	2,191 17 8	- - -	651 12 9
1856	- - -	3,661 7 4	1,721 17 7	2,047 13 9	- - -	816 8 8	- - -	682 16 10	- - -	2,191 17 8	- - -	930 13 11
1857	- - -	3,661 7 4		2,730 5 -	- - -	816 8 8	- - -	682 16 10	- - -	2,191 17 8	- - -	791 3 4
1858	- - -	3,661 7 4	519 13 2	2,730 5 -	- - -	816 8 8	- - -	682 16 10	- - -	2,191 17 8	- - -	791 3 4
1859	- - -	3,661 7 4	519 13 2	2,730 5 -	178 15 1	637 13 7	129 5 7	553 11 3	- - -	2,191 17 8	- - -	791 3 4
1860	- - -	3,661 7 4	1,202 4 5	2,047 13 9	710 3 1	106 5 7	362 14 1	320 2 9	- - -	2,191 17 8	- - -	791 3 4
1861	- - -	3,661 7 4	1,202 4 5	2,047 13 9	497 13 1	318 15 7	255 19 10	426 17 -	- - -	2,191 17 8	- - -	791 3 4
1862	1,626 15 9	2,034 11 7	974 14 -	2,275 4 2	657 - 8	159 8 -	255 19 10	426 17 -	113 - -	2,078 17 8	- - -	791 3 4
1863	1,861 7 4	1,800 - -	747 4 -	2,502 14 2	816 8 8	- - -	- - -	682 16 10	138 13 4	2,053 4 4	- - -	791 3 4
1864	1,407 13 7	2,253 13 9	898 4 10	2,351 13 4	816 8 8	- - -	- - -	682 16 10	- - -	2,191 17 8	- - -	791 3 4
1865	2,255 5 1	1,406 2 3	625 3 -	2,624 15 2	816 8 8	- - -	184 17 -	497 19 10	138 13 5	2,053 4 3	- - -	791 3 4
1866	1,288 16 6	2,372 10 10	519 13 2	2,730 5 -	180 8 8	636 - -	- - -	682 16 10	22 9 -	2,169 8 8	- - -	791 3 4
1867	1,050 - -	2,611 7 4	422 3 2	2,827 15 -	498 9 11	317 18 9	- - -	682 16 10	- - -	2,191 17 8	- - -	791 3 4
1868	1,111 7 4	2,550 - -	99 12 5	3,150 5 9	391 6 3	425 2 5	- - -	682 16 10	- - -	2,184 - 1	- - -	791 3 4
1869	1 7 4	3,660 - -	2 5 11	3,247 12 3	391 6 3	425 2 5	- - -	682 16 10	- - -	2,199 15 3	- - -	791 3 4
1870	1,000 - -	2,661 7 4	- - -	3,249 18 2	391 6 3	425 2 5	- - -	682 16 10	- - -	2,191 17 8	- - -	791 3 4
1871	1,661 7 4	2,000 - -	- - -	3,249 18 2	391 6 3	425 2 5	- - -	682 16 10	- - -	2,191 17 8	- - -	791 3 4
1872	2,061 7 4	1,600 - -	- - -	3,249 18 2	306 5 10	510 2 10	- - -	682 16 10	- - -	2,191 17 8	- - -	791 3 4
1873	1,661 7 4	2,000 - -	- - -	3,249 18 2	120 15 8	695 13 -	- - -	682 16 10	- - -	2,191 17 8	- - -	791 3 4
1874	- - -	3,661 7 4	- - -	3,249 18 2	- - -	816 8 8	- - -	682 16 10	- - -	2,191 17 8	- - -	791 3 4
1875	- - -	3,209 13 8	- - -	2,321 - 9	- - -	686 5 11	- - -	494 11 5	- - -	1,214 19 5	- - -	395 11 8
1876	- - -	182 1 9	- - -	63 12 7	- - -	7 5 11	- - -	112 15 1	- - -	29 17 8	- - -	285 6 11
TOTAL £.	25,226 12 10	84,376 19 9	33,933 4 4	63,355 - 8	7,809 14 4	16,593 18 -	3,162 10 8	17,293 - 3	4,355 4 4	61,260 3 4	89 1 11	23,622 13 7
		25,226 12 10		33,933 4 4		7,809 14 4		3,162 10 8		4,355 4 4		89 1 11
TOTAL from Tolls and Rate £.		109,603 12 7	- - -	97,288 5 -	- - -	24,403 12 4	- - -	20,455 10 11	- - -	65,615 7 8	- - -	23,711 15 6

	£. s. d.
Total Payments from County Road Rates in the Six Counties	266,501 15 7
Total Payments from Tolls in the Six Counties	74,576 8 5
TOTAL Payments to the Public Works Loan Commissioners £.	341,078 4 -

TURNPIKE ROADS (SOUTH WALES).

COPY of the REPORT addressed to the President of the Local Government Board by *Thomas Codrington*, Esq., C.E., the General Superintendent of County Roads for *South Wales*, on 9 March 1876, with Reference to the RECEIPTS and EXPENDITURE on Account of the TURNPIKE ROADS in *South Wales* during the Year 1875, and the ESTIMATES for the Year 1876.

(*Mr. Sclater-Booth.*)

Ordered, by The House of Commons, *to be Printed*,
31 *March* 1876.

144.

Under 1 *oz.*

483.

TURNPIKE TRUSTS.

AN ABSTRACT OF THE GENERAL STATEMENTS

OF THE

Income and Expenditure

OF THE SEVERAL

TURNPIKE TRUSTS

IN

SCOTLAND,

BETWEEN THE TERM OF WHITSUNDAY 1874 AND THE TERM OF WHITSUNDAY 1875.

PURSUANT TO THE ACT 12 & 13 VICT. CAP. 31.

Presented to both Houses of Parliament by Command of Her Majesty.

LONDON:
PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.
FOR HER MAJESTY'S STATIONERY OFFICE.

1876.

[C.—1518.] *Price 3d.*

AN ABSTRACT OF THE GENERAL STATEMENTS OF THE INCOM

1. NAMES OF COUNTIES.	2. Balance in Treasurers' Hands on last Account.	3. Balance due to the Treasurers on last Account.	INCOME. 4. Revenue received from Tolls.	5. Revenue from Fines.	6. Revenue from Incidental Receipts.	7. Amount of Money borrowed on the Security of the Tolls.	8. Total Income.
SCOTLAND. Trusts.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
Aberdeen - - -	—	—	—	—	—	—	—
Argyll - - -	—	—	—	—	—	—	—
Ayr - - - 18	6,124 3 6	785 19 5	15,892 11 1	- - -	1,902 5 7	- - -	17,794 16
Banff - - 1	253 18 5	- - -	25 7 10	- - -	2 12 4	- - -	28 0
Berwick - - 9	16,604 5 1	- - -	3,606 6 6	- - -	966 9 7	- - -	4,572 16
Bute - - -	—	—	—	—	—	—	—
Caithness - - -	—	—	—	—	—	—	—
Clackmannan - 3	55 11 4	26 14 8	3,274 16 8	- - -	184 10 8	- - -	3,459 7
Dumbarton - 8	7,179 19 0	101 1 11	4,700 3 2	- - -	297 2 6	- - -	4,997 5
Dumfries - - 6	4,906 7 3	10 1 10	3,480 19 4	- - -	494 2 1	- - -	3,975 1
Edinburgh - - 4	387 8 8	2,873 17 10	17,893 16 4	- - -	1,042 5 10	- - -	18,936 2
Elgin - - 1	134 14 7	- - -	211 10 1	- - -	12 19 2	- - -	224 9
Fife - - 7	3,993 2 4	- - -	11,086 9 0	- - -	704 3 8	- - -	11,790 12
Forfar - - 18	3,076 14 1	4,767 14 11	9,664 3 0	- - -	496 14 7	- - -	10,160 17
Haddington - -	—	—	—	—	—	—	—
Inverness - - -	—	—	—	—	—	—	—
Kincardine - 6	5,049 9 11	- - -	1,501 13 4	- - -	237 13 0	- - -	1,739 6
Kinross - - 4	1,625 10 7	45 5 7	2,035 16 7	- - -	369 17 8	- - -	2,405 14
Kirkcudbright - -	—	—	—	—	—	—	—
Lanark - - 20	58,439 11 5	824 15 9	58,459 17 1	- - -	3,226 1 4	800 0 0	62,485 18
Linlithgow - 3	289 9 9	- - -	1,778 17 6	- - -	175 10 8	- - -	1,954 8
Nairn - - -	—	—	—	—	—	—	—
Orkney - - -	—	—	—	—	—	—	—
Peebles - - -	—	—	—	—	—	—	—
Perth - - 28	92,281 1 0	1,243 0 4	12,276 2 8	- - -	641 3 2	- - -	12,917 5
Renfrew - - 5	533 0 2	683 15 1	19,596 4 9	- - -	79 14 11	- - -	19,675 19
Ross and Cromarty -	—	—	—	—	—	—	—
Roxburgh - - 11	5,656 7 5	971 7 10	4,517 1 5	- - -	498 9 0	- - -	5,015 10
Selkirk - - -	—	—	—	—	—	—	—
Stirling - - 9	1,227 16 2	497 17 7	6,433 7 10	- - -	167 12 11	- - -	6,601 0
Sutherland - -	—	—	—	—	—	—	—
Wigtown - - -	—	—	—	—	—	—	—
Total - £	124,765 10 8*	12,831 12 9	176,435 4 2	—	11,499 8 8	800 0 0	188,734 12

* Owing to a mistake made in one of the statements furnished, this sum appeared in last year's Abstract as 124,783*l.* 8*s.*

Home Office, Whitehall, 22nd May 1876.

AND EXPENDITURE OF THE SEVERAL TURNPIKE TRUSTS IN SCOTLAND, between the Term of WHITSUNDAY 1874 and the Term of WHITSUNDAY 1875, pursuant to the 12th and 13th Vict. Cap. 31.

EXPENDITURE.																DEBTS.						ARREARS OF INCOME.					REMARKS.
9. Manual Labour.	10. Carriage of Materials.	11. Materials for Surface Repairs.	12. Land purchased.	13. Damage done in obtaining Materials.	14. Tradesmen's Bills.	15. Salaries of Treasurer.	16. Salaries of Clerk.	17. Salaries of Surveyor.	18. Law Charges.	19. Interest of Debt.	20. Annuities.	21. Improvements.	22. Watering Roads.	23. Debts paid off.	24. Incidental Expenses.	25. Total Expenditure.	26. Bonded or Mortgage Debts.	27. Rate of Interest per *Cent.	28. Floating Debts.	29. Unpaid Interest.	30. Balance due to Treasurers on this Account.	31. Total Debts.	32. Arrears of Tolls for current Year.	33. Arrears of other Receipts for current Year.	34. Arrears of former Years.	35. Balance in Treasurers' Hands on this Account.	36. Total Assets.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
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6,038 19 10	4,949 18 9	1,321 17 3	- - -	115 2 2	552 5 1	421 10 2	284 7 3	902 0 10	17 18 4	238 14 4	- - -	2,142 17 3	- - -	30 0 0	1,215 12 11	18,231 4 2	67,506 1 0		1,654 19 7	91,100 8 1	258 13 11	160,520 2 7	57 10 0	- - -	- - -	5,160 10 6	5,218 0 6	
9 2 5	- - -	- - -	- - -	- - -	- - -	3 6 9	17 7 11	5 0 0	- - -	- - -	- - -	- - -	- - -	- - -	1 13 6	36 10 7	2,110 11 2		- - -	19,426 6 7	- - -	21,536 17 9	7 17 0	- - -	- - -	245 8 0	253 5 0	
2,080 19 11	278 17 9	10 3 0	- - -	2 0 0	69 7 3	- - -	175 4 0	236 17 6	3 16 0	467 10 7	- - -	65 6 1	- - -	320 0 0	592 2 5	4,302 4 6	53,324 1 1		- - -	16,349 9 1	- - -	69,673 10 2	43 2 1	7 6 4	30 14 0	16,874 16 8	16,955 19 1	
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1,042 5 0	434 11 5	186 9 3	- - -	- - -	55 9 9	- - -	70 0 0	180 4 0	53 13 3	1,233 5 1	- - -	- - -	- - -	- - -	84 9 8	3,340 7 5	52,320 0 0		- - -	- - -	62 10 8	52,382 10 8	- - -	- - -	- - -	210 7 3	210 7 3	
2,462 6 1	121 5 3	1,684 12 0	- - -	- - -	181 14 0	50 0 0	115 5 0	175 0 0	11 5 1	376 16 7	- - -	- - -	- - -	- - -	141 18 4	5,320 2 4	55,367 16 0		1,766 3 2	11,858 5 4	146 0 7	69,138 5 1	29 8 9	- - -	136 5 10	6,902 1 0	7,067 15 7	
2,093 2 10	13 4 6	582 9 4	- - -	4 0 0	130 7 6	50 0 0	240 12 9	310 0 0	105 14 2	- - -	- - -	- - -	- - -	202 6 6	374 0 7	4,105 18 2	39,692 12 7		- - -	29,383 15 11	99 11 8	69,176 0 2	- - -	- - -	- - -	4,865 0 4	4,865 0 4	
11,010 2 3	3,957 13 10	- - -	- - -	51 17 7	522 11 8	- - -	362 10 0	1,321 6 0	1,292 0 3	321 12 9	7 10 0	2,312 1 11	- - -	- - -	942 8 8	22,101 14 11	2,500 0 0		- - -	- - -	5,652 1 11	8,152 1 11	—	—	—	—	—	
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5,748 19 2	1,659 8 7	1,241 8 7	- - -	151 19 8	311 16 6	101 18 4	221 7 9	792 6 4	- - -	153 1 3	- - -	121 12 8	11 14 0	- - -	408 0 11	10,923 13 9	3,400 0 0		443 0 0	- - -	- - -	3,843 0 0	88 15 0	- - -	217 9 9	4,860 1 3	5,166 6 0	
4,579 7 5	1,253 2 5	9 2 6	- - -	78 9 1	306 5 5	40 0 0	340 2 2	385 10 5	200 15 6	1,310 0 7	1 12 10	7 4 10	- - -	- - -	700 19 2	9,212 12 4	65,361 4 6		- - -	81 7 3	4,585 18 11	70,028 10 8	244 12 7	- - -	- - -	3,843 3 4	4,087 15 11	
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493 19 8	219 12 0	507 3 8	- - -	1 8 6	83 9 10	8 8 0	261 5 1	13 3 0	44 14 5	716 5 7	- - -	- - -	- - -	356 2 7	117 6 0	2,827 4 4	39,874 10 3		886 18 10	12,633 6 3	66 4 4	53,460 19 8	311 6 8	12 0 0	- - -	1,224 19 3	1,548 5 11	
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20,337 1 5	3,255 17 5	5,310 18 6	- - -	49 5 7	1,605 9 2	644 1 6	888 0 0	1,140 5 0	1,213 1 8	5,378 16 8	- - -	8,120 14 9	168 8 2	18,170 0 2	2,866 5 1	69,148 4 8	218,898 18 1		- - -	160,344 1 3	160 11 2	379,403 10 6	- - -	- - -	3,324 16 11	51,113 0 7	54,437 17 6	
825 8 2	12 12 0	496 16 11	- - -	- - -	57 6 1	- - -	60 0 0	152 0 0	5 18 8	176 10 4	- - -	49 18 5	- - -	- - -	83 5 4	1,919 15 11	4,550 0 0		- - -	- - -	- - -	4,550 0 0	- - -	- - -	2 0 0	324 2 0	326 2 0	
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6,443 3 8	658 0 7	102 8 11	- - -	42 15 5	194 1 1	104 2 6	411 13 6	691 4 0	51 11 3	4,319 12 1	- - -	203 0 8	- - -	- - -	530 18 9	13,761 12 5	210,393 12 1		542 0 0	265,248 1 11	1,554 3 1	477,737 17 1	50 10 0	- - -	761 12 9	8,694 17 2	9,506 19 11	
8,560 10 0	7,372 8 0	- - -	- - -	- - -	628 7 9	- - -	468 10 0	450 0 0	763 0 0	1,834 5 6	- - -	- - -	- - -	- - -	427 12 1	20,504 13 4	107,568 4 9		1,277 13 2	24,818 5 3	1,217 4 5	134,881 7 7	- - -	- - -	14 0 0	237 15 10	251 15 10	
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2,656 4 2	357 8 8	62 2 9	- - -	- - -	314 13 10	- - -	194 15 0	407 1 9	- - -	578 18 7	- - -	94 10 0	- - -	- - -	498 2 7	5,163 17 4	29,840 1 2		- - -	27,131 17 7	740 17 4	57,712 16 1	71 7 6	- - -	10 7 5	5,277 10 0	5,359 4 11	
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2,714 4 5	130 0 6	192 11 1	- - -	38 14 0	1,673 0 3	- - -	269 3 0	382 10 0	- - -	1,218 0 6	- - -	14 4 6	- - -	- - -	299 8 4	6,931 16 7	65,544 15 9		- - -	10,407 0 0	581 18 6	76,533 14 3	- - -	- - -	30 0 0	981 1 3	1,011 1 3	
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77,992 2 8	24,674 1 8	11,707 3 9	2 0 4	535 12 0	6,689 2 2	1,153 13 9	4,141 6 9	7,626 16 4	3,763 8 2	19,084 6 4	9 2 10	13,143 7 0	180 2 2	19,232 8 3	9,464 18 2	199,999 12 4	1,050,135 9 8	- -	6,570 14 9	688,036 10 2	15,125 16 6	1,759,868 11 1	904 9 7	119 6 4	5,643 4 7	115,794 1s. 11	122,461 15 5	

* The average rate of interest cannot be calculated accurately from the information given in the Accounts.

(Signed) HENRY SELWIN-IBBETSON.

AN ABSTRACT of the General Statements of the INCOME and EXPENDITURE of the several TURNPIKE TRUSTS in SCOTLAND, between the Term of Whitsunday 1874 and the Term of Whitsunday 1875,—viz.

County of	ABERDEEN.		
—	ARGYLL.		
—	AYR.		
—	BANFF - - -	1 Trust	p. 6–9
—	BERWICK - - -	9 Trusts	
—	BUTE.		
—	CAITHNESS.		
—	CLACKMANNAN - -	3 Trusts	
—	DUMBARTON - -	8 Trusts	
—	DUMFRIES - - -	6 Trusts	
—	EDINBURGH - -	4 Trusts	p. 10–13
—	ELGIN - - -	1 Trust	
—	FIFE - - -	7 Trusts	
—	FORFAR - - -	18 Trusts	
—	HADDINGTON.		
—	INVERNESS.		
—	KINCARDINE - -	6 Trusts	
—	KINROSS - - -	4 Trusts	p. 14–17
—	KIRKCUDBRIGHT.		
—	LANARK - -	20 Trusts	
—	LINLITHGOW - - -	3 Trusts	
—	NAIRN.		
—	ORKNEY.		
—	PEEBLES.		
—	PERTH - - -	28 Trusts	p. 14–21
—	RENFREW - -	5 Trusts	p. 18–21
—	ROSS AND CROMARTY.		
—	ROXBURGH - -	11 Trusts	
—	SELKIRK.		
—	STIRLING - - -	9 Trusts	
—	SUTHERLAND.		
—	WIGTOWN.		

SCOTLAND.

1. NAMES OF TRUSTS.	2. Balance in Treasurers' Hands on last Account.	3. Balance due to the Treasurers on last Account.	INCOME. 4. Revenue received from Tolls.	5. Revenue from Fines.	6. Revenue from Incidental Receipts.	7. Amount of Money borrowed on the Security of the Tolls.	8. Total Income
COUNTY OF AYR.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
1. Ayr	2,306 4 1	- - -	3,426 17 9	- - -	319 16 7	- - -	3,746 1
Beith District:—							
2. Clerksbridge&MaichbridgeRoad	879 1 1	- - -	890 0 0	- - -	15 1 0	- - -	905 1
3. Kersebridge Road	104 4 8	- - -	295 0 0	- - -	23 2 7	- - -	318 2
4. Oldhall Bridge Road	74 15 7	- - -	46 13 4	- - -	2 0 0	- - -	48 13
5. Girvan	217 16 5	- - -	1,338 0 3	- - -	2 0 0	- - -	1,340 0
6. Irvine Bridge	309 16 8	- - -	- - -	- - -	11 18 0	- - -	11 18
Irvine District:—							
7. Fergus Hill Road	40 6 10	- - -	100 0 0	- - -	0 3 4	- - -	100 3
8. Girdle Road	11 13 11	- - -	52 11 0	- - -	0 14 4	- - -	53 5
9. Kelly Bridge Road	526 6 5	- - -	1,387 10 0	- - -	24 13 11	- - -	1,412 3
10. Stewarton Road	- - -	271 17 6	265 0 9	- - -	248 0 0	- - -	513 0
11. Kilmarnock	- - -	427 11 0	3,673 16 11	- - -	707 4 8	- - -	4,381 1
Largs District:—							
12. Dykehead Road	80 16 11	- - -	91 6 8	- - -	2 0 0	- - -	93 6
13. Howrat Road	110 19 7	- - -	123 5 0	- - -	2 14 0	- - -	125 19
Lochlibo District:—							
14. Lochlibo Road	103 13 1	- - -	159 7 11	- - -	11 4 4	- - -	170 1
15. Monkridden Road	58 18 0	- - -	51 0 0	- - -	0 12 0	- - -	51 12
16. Mauchline	1,154 2 0	- - -	1,773 14 6	- - -	77 16 0	- - -	1,851 1
17. Maybole	145 8 3	- - -	2,042 18 0	- - -	453 4 10	- - -	2,496
18. Stewarton	- - -	86 10 11	175 9 0	- - -	- - -	- - -	175
£	6,124 3 6	785 19 5	15,892 11 1	- - -	1,902 5 7	- - -	17,794 1
COUNTY OF BANFF.							
1. Boat of Bridge	253 18 5	- - -	25 7 10	- - -	2 12 14	- - -	28
COUNTY OF BERWICK.							
1. Berwickshire, Eastern Division	121 12 6	- - -	586 2 7	- - -	- - -	- - -	586
2. Coldstream Bridge	11,023 4 6	- - -	- - -	- - -	427 16 9	- - -	427 1
3. Cornhill District	1,874 13 0	- - -	315 6 4	- - -	206 12 11	- - -	521 1
4. Deanburn District	359 15 10	- - -	498 14 0	- - -	208 10 2	- - -	707
5. Dunse and Westruther	753 12 4	- - -	40 0 0	- - -	12 1 5	- - -	52
6. Ladykirk and Norham Bridge	1,353 19 11	- - -	250 0 0	- - -	23 6 8	- - -	273
7. Mertoun Bridge	83 17 3	- - -	177 17 3	- - -	67 13 6	- - -	245 1
8. Middle District and Upsettlington Branch	575 0 7	- - -	1,579 16 4	- - -	8 16 0	- - -	1,588 1
9. Whiteburn and Kelso	458 9 2	- - -	158 10 0	- - -	11 12 2	- - -	170
£	16,604 5 1	- - -	3,606 6 6	- - -	966 9 7	- - -	4,572 1
COUNTY OF CLACKMANNAN.							
1. Clackmannanshire	22 10 8	- - -	1,493 0 0	- - -	10 12 4	- - -	1,503 1
2. Kinross and Alloa	- - -	26 14 8	223 0 0	- - -	- - -	- - -	223
3. Ochill	33 0 8	- - -	1,558 16 8	- - -	173 18 4	- - -	1,732 1
£	55 11 4	26 14 8	3,274 16 8	- - -	184 10 8	- - -	3,459
COUNTY OF DUMBARTON.							
1. Cumbernauld	129 17 9	- - -	1,311 16 2	- - -	1 0 0	- - -	1,312 1
2. Gareloch	632 12 4	- - -	660 0 0	- - -	20 3 4	- - -	680
3. Helensburgh	16 19 5	- - -	254 0 0	- - -	6 1 5	- - -	260
4. Kilmaronock	- - -	26 9 3	572 10 6	- - -	- - -	- - -	572 1
5. Kirkintilloch and Cumbernauld	- - -	74 12 8	488 5 3	- - -	10 0 0	- - -	498
6. Lawmuir	724 2 3	- - -	100 0 0	- - -	36 18 6	- - -	136 1
7. Luss	61 17 1	- - -	802 11 3	- - -	14 9 10	- - -	817
8. Yoker	5,614 10 2	—	511 0 0	—	208 9 5	—	719
£	7,179 19 0	101 1 11	4,700 3 2	- - -	297 2 6	- - -	4,997

a Including materials. *b* Including surveyor. *c* Including carriage and materials.

SCOTLAND.

EXPENDITURE.

9. Manual Labour.	10. Carriage of Materials.	11. Materials for Surface Repairs.	12. Land purchased.	13. Damage done in obtaining Materials.	14. Tradesmen's Bills.	15. Salaries of Treasurer.	16. Salaries of Clerk.	17. Salaries of Surveyor.	18. Law Charges.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1,236 2 0	*a* 914 16 6	- - -	- - -	6 7 4	219 16 0	75 12 3	74 18 1	175 0 0	- - -
340 8 5	78 17 3	297 5 10	- - -	37 7 2	- - -	17 16 0	31 1 0	64 7 5	16 3 3
72 16 8	*a* 107 11 9	0 18 8	- - -	- - -	- - -	6 3 3	10 18 5	22 5 6	- - -
13 12 6	*a* 41 19 4	- - -	- - -	- - -	- - -	0 18 8	1 13 9	3 7 1	1 15 1
629 12 6	138 17 0	405 3 7	- - -	0 12 1	31 6 10	30 4 0	10 0 0	70 0 0	- - -
15 19 4	10 15 11	4 17 2	- - -	- - -	- - -	- - -	- - -	- - -	- - -
38 3 11	16 16 5	7 16 0	- - -	2 12 0	- - -	5 0 2	0 7 3	5 3 0	- - -
21 12 6	6 5 7	3 15 4	- - -	1 7 6	- - -	2 13 3	0 2 2	2 5 0	- - -
722 19 0	337 14 4	115 6 7	- - -	9 15 10	32 9 5	69 3 8	4 15 1	67 5 8	- - -
174 9 4	91 19 4	29 10 7	- - -	2 8 4	11 13 10	13 11 0	1 0 3	14 6 10	- - -
784 3 1	*a* 2,151 2 8	- - -	- - -	11 2 9	104 4 10	75 0 0	54 5 4	250 0 0	- - -
50 17 4	*a* 35 6 8	- - -	- - -	0 15 0	- - -	1 16 6	3 1 2	12 2 6	- - -
50 13 5	*a* 76 16 6	- - -	- - -	1 10 0	- - -	2 9 3	4 3 1	18 5 0	- - -
65 18 9	3 9 9	2 1 10	- - -	1 7 0	13 4 7	8 10 7	0 19 10	7 11 2	- - -
31 13 6	7 0 3	3 16 1	- - -	0 10 0	9 9 7	2 11 7	0 9 2	3 8 4	- - -
644 14 8	*a* 626 17 9	- - -	- - -	30 17 2	72 19 7	55 0 0	21 11 8	66 13 4	- - -
960 2 5	303 11 9	451 5 7	- - -	8 10 0	57 0 5	55 0 0	30 0 0	120 0 0	- - -
184 15 6	- - -	- - -	- - -	- - -	- - -	- - -	*b* 35 0 0	- - -	- - -
6,038 19 10	4,949 18 9	1,321 17 3	- - -	115 2 2	552 5 1	421 10 2	284 7 3	902 0 10	17 18 4
c 9 2 5	- - -	- - -	- - -	- - -	- - -	3 6 9	17 7 11	5 0 0	- - -
95 11 0	*a* 105 11 5	- - -	- - -	- - -	6 7 7	- - -	*e* 20 0 0	20 0 0	- - -
- - -	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	15 0 0	- - -
c 400 19 5	- - -	- - -	- - -	- - -	16 2 2	- - -	35 0 0	31 17 6	- - -
188 10 9	*a* 173 6 4	- - -	- - -	2 0 0	9 15 10	- - -	25 0 0	25 0 0	- - -
15 13 0	- - -	- - -	- - -	- - -	- - -	- - -	5 5 0	3 0 0	- - -
33 16 0	- - -	10 3 0	- - -	- - -	31 17 3	- - -	6 6 0	5 0 0	- - -
a 9 2 3	- - -	- - -	- - -	- - -	- - -	- - -	*d* 5 5 0	2 0 0	3 16 0
1,233 0 0	- - -	- - -	- - -	- - -	- - -	- - -	*e* 60 0 0	120 0 0	- - -
c 104 7 6	- - -	- - -	- - -	- - -	5 4 5	- - -	8 8 0	15 0 0	- - -
2,080 19 11	278 17 9	10 3 0	- - -	2 0 0	69 7 3	- - -	175 4 0	236 17 6	3 16 0
410 11 8	144 19 7	64 7 6	- - -	- - -	25 10 5	- - -	*e* 30 0 0	79 2 0	53 13 3
142 14 0	43 17 6	22 8 4	- - -	- - -	3 18 3	- - -	10 0 0	22 0 0	- - -
488 19 4	245 14 4	99 13 5	- - -	- - -	26 1 1	- - -	*e* 30 0 0	79 2 0	- - -
1,042 5 0	434 11 5	186 9 3	- - -	- - -	55 9 9	- - -	70 0 0	180 4 0	53 13 3
895 16 3	- - -	- - -	- - -	- - -	- - -	- - -	50 0 0	45 0 0	- - -
245 12 6	- - -	*d* 384 1 3	- - -	- - -	27 5 5	- - -	*e* 15 0 0	- - -	- - -
86 8 0	10 13 6	110 4 6	- - -	- - -	7 6 6	10 0 0	5 0 0	8 0 0	2 3 4
186 6 8	6 10 6	231 5 1	- - -	- - -	19 18 0	10 0 0	- - -	30 0 0	4 12 9
c 357 6 2	- - -	- - -	- - -	- - -	- - -	- - -	20 0 0	- - -	- - -
55 2 0	0 18 0	70 8 6	- - -	- - -	5 14 5	- - -	*e* 10 0 0	10 0 0	0 17 6
363 6 0	52 10 9	413 0 10	- - -	- - -	103 16 10	15 0 0	10 0 0	52 0 0	2 12 7
272 8 6	50 12 6	475 11 10	- - -	- - -	17 12 10	15 0 0	5 5 0	30 0 0	18 11
2,462 6 1	121 5 3	1,684 12 0	- - -	- - -	181 14 0	50 0 0	115 5 0	175 0 0	11 5 1

(Continued on page 8.)

d Including carriage.

e Including treasurer.

SCOTLAND.

(Continued from page 7.)

EXPENDITURE—*continued.*

NAMES OF TRUSTS.	19. Interest of Debt.	20. Annuities.	21. Improvements.	22. Watering Roads.	23. Debts paid off.	24. Incidental Expenses.	25. Total Expenditure.
COUNTY OF AYR.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
1. Ayr	- - -	- - -	936 7 9	- - -	- - -	430 17 3	4,069 1
Beith District :—							
2. Clerksbridge&MaichbridgeRoad	- - -	- - -	520 0 0	- - -	- - -	84 15 8	1,488
3. Kersebridge Road	- - -	- - -	- - -	- - -	- - -	29 13 5	250
4. Oldhall Bridge Road	- - -	- - -	- - -	- - -	- - -	3 12 3	66 1
5. Girvan	170 16 2	- - -	8 15 0	- - -	- - -	18 3 9	1,513 1
6. Irvine Bridge	- - -	- - -	- - -	- - -	- - -	4 3	31 1
Irvine District :—							
7. Fergus Hill Road	- - -	- - -	- - -	- - -	- - -	9 14 9	85 1
8. Girdle Road	- - -	- - -	- - -	- - -	- - -	1 4 5	39
9. Kelly Bridge Road	- - -	- - -	- - -	- - -	- - -	26 0 7	1,385 1
10. Stewarton Road	- - -	- - -	- - -	- - -	- - -	13 0 0	351 1
11. Kilmarnock	- - -	- - -	276 1 0	- - -	- - -	220 10 8	3,926 1
Largs District :—							
12. Dykehead Road	- - -	- - -	- - -	- - -	- - -	9 8 1	113
13. Howrat Road	- - -	- - -	- - -	- - -	- - -	13 12 11	167 1
Lochlibo District :—							
14. Lochlibo Road	- - -	- - -	- - -	- - -	- - -	7 14 8	110 1
15. Monkridden Road	- - -	- - -	- - -	- - -	- - -	17 2	59 1
16. Mauchline	- - -	- - -	48 15 8	- - -	- - -	123 17 11	1,691
17. Maybole	67 18 2	- - -	352 17 10	- - -	30 0 0	221 18 5	2,658
18. Stewarton	- - -	- - -	- - -	- - -	- - -	6 9	220
	£ 238 14 4	- - -	2,142 17 3	- - -	30 0 0	1,215 12 11	18,231
COUNTY OF BANFF.							
1. Boat of Bridge	- - -	- - -	- - -	- - -	- - -	1 13 6	36 1
COUNTY OF BERWICK.							
1. Berwickshire, Eastern Division	254 3 2	- - -	- - -	- - -	- - -	33 9 1	535
2. Coldstream Bridge	- - -	- - -	- - -	- - -	- - -	333 9 6	358
3. Cornhill District	62 15 1	- - -	- - -	- - -	120 0 0	25 6 4	692
4. Deanburn District	- - -	- - -	- - -	- - -	200 0 0	100 11 10	724
5. Dunse and Westruther	- - -	- - -	- - -	- - -	- - -	2 17 7	26 1
6. Ladykirk and Norham Bridge	- - -	- - -	- - -	- - -	- - -	9 18 4	97
7. Mertoun Bridge	150 12 4	- - -	- - -	- - -	- - -	13 1 11	183 1
8. Middle District and Upsettlington Branch	- - -	- - -	65 6 1	- - -	- - -	57 18 8	1,536
9. Whiteburn and Kelso	- - -	- - -	- - -	- - -	- - -	15 9 2	148
	£ 467 10 7	- - -	65 6 1	- - -	320 0 0	592 2 5	4,302
COUNTY OF CLACKMANNAN.							
1. Clackmannanshire	533 5 1	- - -	- - -	- - -	- - -	36 13 8	1,378
2. Kinross and Alloa	- - -	- - -	- - -	- - -	- - -	13 17 11	258 1
3. Ochill	700 0 0	- - -	- - -	- - -	- - -	33 18 1	1,703
	£ 1,233 5 1	- - -	- - -	- - -	- - -	84 9 8	3,340
COUNTY OF DUMBARTON.							
1. Cumbernauld	376 16 7	- - -	- - -	- - -	- - -	27 13 5	1,395
2. Gareloch	- - -	- - -	- - -	- - -	- - -	20 7 4	692
3. Helensburgh	- - -	- - -	- - -	- - -	- - -	7 11 0	247
4. Kilmaronock	- - -	- - -	- - -	- - -	- - -	28 8 9	517
5. Kirkintilloch and Cumbernauld	- - -	- - -	- - -	- - -	- - -	25 9 3	402 1
6. Lawmuir	- - -	- - -	- - -	- - -	- - -	4 0 5	157
7. Luss	- - -	- - -	- - -	- - -	- - -	12 11 9	1,024 1
8. Yoker	—	—	—	—	—	15 16 5	883
	£ 376 16 7	- - -	- - -	- - -	- - -	141 18 4	5,320

a No interest paid on 335*l.* 7*s.* 6*d.* *b* Interest varies on 8,473*l.* 10*s.*, and none is payable on 9,415*l.* *c* Also large advances due to Trustee

SCOTLAND.

DEBTS.						ARREARS OF INCOME.				
26. Bonded or Mortgage Debts.	27. Rate of Interest per cent.	28. Floating Debts.	29. Unpaid Interest.	30. Balance due to Treasurers on this Account.	31. Total Debts.	32. Arrears of Tolls for current Year.	33. Arrears of other Receipts for current Year.	34. Arrears of former Years.	35. Balance in Treasurers' Hands on this Account.	36. Total Assets.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
3,003 1 8	5	1,449 5 11	7,614 11 5	- - -	12,066 19 0	- - -	- - -	- - -	1,983 1 3	1,983 1 3
- - -	- -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	296 0 1	296 0 1
440 0 0		- - -	- - -	- - -	440 0 0	- - -	- - -	- - -	171 19 7	171 19 7
- - -	- -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	46 10 3	56 10 3
6,957 12 7	4 & 5	- - -	16,919 0 2	- - -	33,876 12 9	- - -	- - -	- - -	44 5 9	44 5 9
- - -	- -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	289 18 0	289 18 0
- - -	- -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	54 16 8	54 16 8
- - -	- -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	25 12 6	25 12 6
- - -	- -	- - -	- - -	- - -	- - -	30 0 0	- - -	- - -	553 0 2	583 0 2
- - -	- -	- - -	- - -	110 16 3	110 16 3	27 10 0	- - -	- - -	- - -	27 10 0
2,205 14 3	5	- - -	306 12 5	- - -	2,512 6 8	- - -	- - -	- - -	26 15 3	26 15 3
- - -	- -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	60 16 4	60 16 4
6,326 15 9	5	- - -	11,267 18 11	- - -	17,594 14 8	- - -	- - -	- - -	69 8 5	69 8 5
7,465 0 2	5	- - -	15,939 3 5	- - -	23,404 3 7	- - -	- - -	- - -	163 7 2	163 7 2
1,419 1 6	5	- - -	3,223 11 9	- - -	4,642 13 3	- - -	- - -	- - -	50 14 4	50 14 4
9,058 2 9	5	- - -	12,549 11 0	- - -	21,607 13 9	- - -	- - -	- - -	1,314 4 9	1,314 4 9
0,630 12 4	5	- - -	23,279 19 0	16 13 6	44,132 18 6	—	—	—	—	—
- - -	- -	205 13 8	- - -	131 4 2	131 4 2	—	—	—	—	—
7,506 1 0	- -	1,654 19 7	91,100 8 1	258 13 11	160,520 2 7	57 10 0	- - -	- - -	5,160 10 6	5,218 0 6
2,110 11 2	5	- - -	19,426 6 7	- - -	21,536 17 9	7 17 0	- - -	- - -	245 8 0	253 5 0
7,888 10 0	*b* -	- - -	- - -	- - -	17,888 10 0	43 2 1	- - -	- - -	172 12 10	215 14 11
- - -	- -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	11,092 11 9	11,092 11 9
1,486 10 11	3½	- - -	- - -	- - -	1,486 10 11	- - -	7 6 4	- - -	1,704 11 9	1,711 18 1
1,757 17 8	3½ & 5	- - -	- - -	- - -	11,757 17 8	- - -	- - -	- - -	342 15 3	342 15 3
3,528 3 7	- -	- - -	- - -	- - -	3,528 3 7	- - -	- - -	30 14 0	778 18 2	809 12 2
8,000 0 0	4	- - -	- - -	- - -	8,000 0 0	- - -	- - -	- - -	1,530 6 0	1,530 6 0
5,777 10 2	4½ & 5	- - -	1,513 16 7	- - -	7,291 6 9	- - -	- - -	- - -	145 10 6	145 10 6
- - -	- -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	627 8 2	627 8 2
4,885 8 9	5	- - -	14,835 12 6	- - -	19,721 1 3	- - -	- - -	- - -	480 2 3	480 2 3
3,324 1 1	- -	- - -	16,349 9 1	- - -	69,673 10 2	43 2 1	7 6 4	30 14 0	16,874 16 8	16,955 19 1
18,160 0 0	4 & 4½	- - -	- - -	- - -	18,160 0 0	- - -	- - -	- - -	147 19 10	147 19 10
- - -	- -	- - -	- - -	62 10 8	62 10 8	—	—	—	—	—
34,160 0 0	3⅛	- - -	- - -	- - -	34,160 0 0	- - -	- - -	- - -	62 7 5	62 7 5
2,320 0 0	- -	- - -	- - -	62 10 8	52,382 10 8	- - -	- - -	- - -	210 7 3	210 7 3
31,748 3 8	5	- - -	- - -	- - -	31,748 3 8	- - -	- - -	- - -	47 7 8	47 7 8
- - -	- -	170 0 0	- - -	- - -	170 0 0	- - -	- - -	88 12 6	620 9 2	709 1 8
- - -	- -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	29 14 0	29 14 0
13,619 12 4	4½ & 5	- - -	- - -	- - -	13,619 12 4	- - -	- - -	- - -	28 19 6	28 19 6
0,000 0 0	4½ & 5	1,596 3 2	11,858 5 4	- - -	23,454 8 6	- - -	- - -	- - -	20 17 2	20 17 2
- - -	- -	- - -	- - -	- - -	- - -	- - -	- - -	47 13 4	703 19 11	751 13 3
- - -	- -	- - -	- - -	146 0 7	146 0 7	29 8 9	- - -	- - -	- - -	29 8 9
—	—	—	—	—	—	—	—	—	5,450 13 7	5,450 13 7
5,367 16 0	- -	1,766 3 2	11,858 5 4	146 0 7	69,138 5 1	29 8 9	- -	136 5 10	6,902 1 0	7,067 15 7

d Not ascertained. *e* Including 2,150*l.* at present bearing no interest. *f* Interest on 9,922*l.* 10*s.* 8*d.* postponed debt due from 1848.

1. NAMES OF TRUSTS.	2. Balance in Treasurers' Hands on last Account.	3. Balance due to the Treasurers on last Account.	INCOME. 4. Revenue received from Tolls.	5. Revenue from Fines.	6. Revenue from Incidental Receipts.	7. Amount of Money borrowed on the Security of the Tolls.	8. Total Income.
COUNTY OF DUMFRIES.							
Dumfries:— 1st District:	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
1. Dumfries to Tweeds Cross	- - -	10 1 10	314 0 0	- - -	317 11 5	- - -	631 11
2. Dumfries to Lockerbie	89 15 11	- - -	259 0 0	- - -	- - -	- - -	259 0
3. 2nd District	87 18 2	- - -	782 0 0	- - -	47 11 4	- - -	829 11
4. 3rd District	277 19 2	- - -	378 9 11	- - -	33 2 1	- - -	411 12
5. Evan Water District	1,349 19 6	- - -	25 3 1	- - -	24 12 1	- - -	49 15
6. Glasgow and Carlisle	3,100 14 6	- - -	1,722 6 4	- - -	71 5 2	- - -	1,793 11
£	4,906 7 3	10 1 10	3,480 19 4	- - -	494 2 1	- - -	3,975 1
COUNTY OF EDINBURGH.							
1. Calder and Slateford and Corstorphine District	- - -	1,127 7 3	5,286 13 1	- - -	523 4 2	- - -	5,809 17
2. Cramond District	- - -	151 6 1	2,980 4 6	- - -	165 7 0	- - -	3,145 11
3. Dalkeith and Post Road (united)	387 8 8	- - -	4,877 8 4	- - -	89 17 10	- - -	4,967 6
4. Laswade and Wrightshouses (united)	- - -	1,595 4 6	4,749 10 5	- - -	263 16 10	- - -	5,013 7
£	387 8 8	2,873 17 10	17,893 16 4	- - -	1,042 5 10	- - -	18,936 2
COUNTY OF ELGIN.							
1. Findhorn Bridge	134 14 7	- - -	211 10 1	- - -	12 19 2	- - -	224 9
COUNTY OF FIFE.							
1. Cupar District	1,038 15 2	- - -	1,979 5 10	- - -	62 13 9	- - -	2,041 19
2. Dunfermline District	81 5 1	- - -	1,112 0 0	- - -	113 9 0	- - -	1,225 9
3. Kirkcaldy District	824 17 4	- - -	3,687 12 11	- - -	21 9 2	- - -	3,709 2
4. Leven Bridge and Road	1,058 4 3	- - -	599 15 11	- - -	20 12 6	- - -	620 8
5. Outh and Nivingstone	151 7 2	- - -	493 6 11	- - -	15 14 10	- - -	509 1
6. Ploughgates and Bridge	325 4 6	- - -	77 0 1	- - -	3 9 8	- - -	80 9
7. St. Andrew's District	513 8 10	- - -	3,137 7 4	- - -	466 14 9	- - -	3,604 2
£	3,993 2 4	- - -	11,086 9 0	- - -	704 3 8	- - -	11,790 12
COUNTY OF FORFAR.							
1. Arbroath, Brechin, and Forfar	166 1 2	- - -	658 4 1	- - -	9 0 8	- - -	667 1
2. Broughty Ferry to Baldovie, &c.	- - -	73 14 11	364 4 2	- - -	- - -	- - -	364 4
3. Cairnconan	15 19 1	- - -	87 10 0	- - -	0 17 1	- - -	88 7
4. Dundee and Coupar Angus, and Branch	474 2 6	- - -	1,667 9 5	- - -	60 7 10	- - -	1,727 17
5. Dundee and Invergowrie	107 7 6	- - -	584 15 11	- - -	- - -	- - -	584 15
6. Dundee and Strathmartine	148 19 9	- - -	559 7 9	- - -	- - -	- - -	559 7
7. Dundee to Forfar	314 14 3	- - -	978 13 6	- - -	66 0 4	- - -	1,044 13
8. Dundee to Pitkerro	294 6 8	- - -	609 15 5	- - -	- - -	- - -	609 15
9. Forfar to Kirriemuir	48 4 4	- - -	128 18 10	- - -	0 16 10	- - -	129 15
10. Forfarshire, Central	4 8 5	- - -	165 17 9	- - -	0 5 5	- - -	166 3
11. Ditto, Eastern	- - -	86 18 2	989 19 4	- - -	103 11 2	- - -	1,093 10
12. Ditto, Northern	292 18 5	- - -	286 10 0	- - -	1 16 1	- - -	288 6
13. Lumleyden and Petterden	28 10 0	- - -	277 13 2	- - -	1 2 0	- - -	278 15
14. Montrose and Brechin	159 8 11	- - -	207 0 0	- - -	3 5 8	- - -	210 5
15. Montrose Bridge	1,021 13 1	- - -	956 0 0	- - -	243 2 1	- - -	1,199 2
16. Montrose and Forfar	- - -	4,514 3 5	134 0 0	- - -	- - -	- - -	134 0
17. Pitairlie	- - -	64 5 11	120 4 3	- - -	- - -	- - -	120 4
18. Strathmore	- - -	28 12 6	887 19 5	- - -	6 9 5	- - -	894 8
£	3,076 14 1	4,767 14 11	9,664 3 0	- - -	496 14 7	- - -	10,160 17
COUNTY OF KINCARDINE.							
1. Fetteresso and Maryculter	226 16 2	- - -	46 0 0	- - -	2 9 3	- - -	48 9
2. Kincardineshire, Consolidated	2,542 2 0	- - -	244 0 0	- - -	59 8 9	- - -	303 8
3. Marykirk Bridge	504 0 2	- - -	217 0 0	- - -	137 18 6	- - -	354 18
4. Slug	398 8 5	- - -	163 0 0	- - -	5 15 6	- - -	168 15
5. South Deeside	116 15 1	- - -	261 0 0	- - -	3 0 7	- - -	264 0
6. Wellington Suspension Bridge	1,261 8 1	- - -	570 13 4	- - -	29 0 5	- - -	599 13
£	5,049 9 11	- - -	1,501 13 4	- - -	237 13 0	- - -	1,739 6

a Including treasurer. *b* Including carriage and materials. *c* Including treasurer and surveyor.

EXPENDITURE.

9. Manual Labour.	10. Carriage of Materials.	11. Materials for Surface Repairs.	12. Land purchased.	13. Damage done in obtaining Materials.	14. Tradesmen's Bills.	15. Salaries of Treasurer.	16. Salaries of Clerk.	17. Salaries of Surveyor.	18. Law Charges.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
204 16 11	- - -	127 5 9	- - -	- - -	- - -	- - -	*a* 12 8 0	20 0 0	16 6 2
53 0 5	- - -	121 3 3	- - -	- - -	- - -	- - -	*a* 10 7 2	15 0 0	40 13 5
366 19 7	13 4 6	334 0 4	- - -	4 0 0	33 9 3	- - -	*a* 32 17 7	125 0 0	- - -
b 214 8 3	- - -	- - -	- - -	- - -	71 13 5	- - -	*c* 65 0 0	- - -	- - -
b 52 14 9	- - -	- - -	- - -	- - -	- - -	5 0 0	- - -	- - -	- - -
1,201 2 11	- - -	- - -	- - -	- - -	24 14 10	45 0 0	120 0 0	150 0 0	48 14 7
2,093 2 10	13 4 6	582 9 4	- - -	4 0 0	130 7 6	50 0 0	240 12 9	310 0 0	105 14 2
3,946 17 7	983 7 6	- - -	- - -	- - -	174 8 9	- - -	101 10 1	373 19 4	408 19 9
1,491 3 9	419 17 8	- - -	- - -	- - -	111 18 9	- - -	69 6 10	199 18 0	214 10 1
2,647 17 9	1,402 17 6	- - -	- - -	22 11 10	177 6 9	- - -	96 3 9	345 18 4	340 8 0
2,924 3 2	1,151 11 2	- - -	- - -	29 5 9	58 17 5	- - -	95 9 4	401 10 4	*d* 328 2 5
1,010 2 3	3,957 13 10	- - -	- - -	51 17 7	522 11 8	- - -	362 10 0	1,321 6 0	1,292 0 3
- - -	- - -	- - -	- - -	- - -	2 5 5	10 10 0	5 5 0	- - -	- - -
960 1 0	- - -	858 2 6	- - -	67 5 6	34 5 5	*e* 27 15 0	*e* 52 17 2	*e* 211 3 10	- - -
413 7 8	192 13 6	244 2 5	- - -	- - -	18 8 5	25 0 0	18 18 7	100 0 0	- - -
1,723 16 10	597 0 3	- - -	- - -	17 16 6	102 12 7	- - -	*a* 69 11 1	185 0 0	- - -
228 14 8	77 8 2	- - -	- - -	- - -	29 16 1	10 0 0	15 0 0	20 0 0	- - -
216 0 1	83 16 7	139 3 8	- - -	9 4 4	27 19 1	10 0 0	7 0 0	38 9 3	- - -
- - -	- - -	- - -	- - -	- - -	6 17 0	2 10 0	17 10 0	4 6 7	- - -
2,206 18 11	708 10 1	- - -	- - -	57 13 4	91 17 11	26 13 4	40 10 11	233 6 8	- - -
5,748 19 2	1,659 8 7	1,241 8 7	- - -	151 19 8	311 16 6	101 18 4	221 7 9	792 6 4	- - -
314 4 3	79 8 5	- - -	- - -	4 4 0	60 18 7	- - -	*a* 21 10 0	45 16 8	- - -
105 10 3	*f* 49 5 4	- - -	- - -	- - -	4 5 7	- - -	*a* 10 14 0	10 0 0	- - -
53 6 0	14 0 0	- - -	- - -	- - -	1 15 2	- - -	*e* 5 5 0	4 11 8	- - -
590 16 5	283 13 5	- - -	- - -	49 7 9	27 16 2	25 0 0	29 10 6	65 1 4	- - -
324 13 10	*f* 180 6 7	- - -	- - -	- - -	12 8 0	- - -	*a* 17 15 1	30 0 0	- - -
223 10 7	*f* 95 17 0	- - -	- - -	8 10 10	7 12 8	- - -	*a* 15 14 0	22 0 0	- - -
585 5 4	*f* 203 7 7	- - -	- - -	9 5 0	16 19 7	- - -	*a* 38 0 7	54 16 6	- - -
296 6 2	*f* 96 18 0	- - -	- - -	- - -	4 19 5	- - -	*a* 11 0 0	20 0 0	- - -
31 18 1	7 16 5	- - -	- - -	- - -	1 0 4	- - -	*a* 10 0 0	- - -	0 15 6
71 5 10	18 6 0	9 2 6	- - -	- - -	- - -	- - -	*a* 10 16 0	10 0 0	- - -
438 4 7	131 19 9	- - -	- - -	5 2 0	35 18 0	- - -	*a* 36 10 0	55 0 0	- - -
294 15 6	- - -	- - -	- - -	- - -	- - -	- - -	*a* 22 0 0	- - -	- - -
b 190 10 4	- - -	- - -	- - -	- - -	- - -	- - -	*c* 16 1 0	9 3 3	- - -
221 6 2	24 8 11	- - -	- - -	- - -	8 12 2	- - -	*a* 21 7 0	15 0 0	- - -
47 3 6	- - -	- - -	- - -	- - -	112 11 0	15 0 0	10 0 0	- - -	200 0 0
77 16 0	*f* 52 14 0	- - -	- - -	- - -	10 6 7	- - -	*c* 15 0 0	- - -	- - -
58 17 0	*f* 15 1 0	- - -	- - -	1 19 6	1 2 2	- - -	*a* 5 14 0	5 0 0	- - -
b 653 17 7	- - -	- - -	- - -	- - -	- - -	- - -	*a* 43 5 0	39 1 0	- - -
4,579 7 5	1,253 2 5	9 2 6	- - -	78 9 1	306 5 5	40 0 0	340 2 2	385 10 5	200 15 6
b 32 9 1	- - -	- - -	- - -	- - -	- - -	3 0 0	- - -	2 2 0	- - -
b 545 7 9	- - -	- - -	- - -	- - -	- - -	- - -	24 17 4	44 5 6	- - -
b 1 17 4	- - -	- - -	- - -	- - -	11 7	- - -	*c* 10 10 0	- - -	- - -
b 156 10 7	- - -	- - -	- - -	- - -	- - -	10 0 0	5 0 0	10 10 0	- - -
b 75 11 11	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	10 0 0	- - -
b 84 9 7	- - -	- - -	2 0 4	- - -	- - -	6 16 6	5 5 0	10 10 0	- - -
896 6 3	- - -	- - -	2 0 4	- - -	11 7	19 16 6	55 12 4	77 7 6	- - -

(Continued on page 12.)

a Including expenses incurred in promoting and opposing Road Bills in Parliament. *e* Including stationery. *f* Including materials.

(Continued from page 11.)

EXPENDITURE—*continued.*

NAMES OF TRUSTS.	19. Interest of Debt.	20. Annuities.	21. Improvements.	22. Watering Roads.	23. Debts paid off.	24. Incidental Expenses.	25. Total Expenditure.
COUNTY OF DUMFRIES.							
Dumfries:—	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
1st District:							
1. Dumfries to Tweeds Cross	- - -	- - -	- - -	- - -	- - -	240 12 9	621 9
2. Dumfries to Lockerbie	- - -	- - -	- - -	- - -	182 6 6	7 18 6	430 9
3. 2nd District	- - -	- - -	- - -	- - -	- - -	25 6 7	935 7
4. 3rd District	- - -	- - -	- - -	- - -	20 0 0	32 5 11	403 7
5. Evan Water District	- - -	- - -	- - -	- - -	- - -	0 13 8	58 8
6. Glasgow and Carlisle	- - -	- - -	- - -	- - -	- - -	67 3 2	1,656 15
£	- - -	- - -	- - -	- - -	202 6 6	374 0 7	4,105 18
COUNTY OF EDINBURGH.							
1. Calder and Slateford and Corstorphine District	- - -	- - -	700 2 8	- - -	- - -	221 6 5	6,910 12
2. Cramond District	- - -	7 10 0	418 6 10	- - -	- - -	581 3 7	3,513 15
3. Dalkeith and Post Road (united)	91 7 0	- - -	680 2 11	- - -	- - -	91 0 10	5,895 14
4. Laswade and Wrightshouses (united)	230 5 9	- - -	513 9 6	- - -	- - -	48 17 19	5,781 12
£	321 12 9	7 10 0	2,312 1 11	- - -	- - -	942 8 8	22,101 14
COUNTY OF ELGIN.							
1. Findhorn Bridge	64 11 11	- - -	11 15 11	- - -	103 19 0	15 2 8	213 9
COUNTY OF FIFE.							
1. Cupar District	- - -	- - -	33 0 0	- - -	- - -	118 6 0	2,362 16
2. Dunfermline District	- - -	- - -	- - -	- - -	- - -	119 2 7	1,131 13
3. Kirkcaldy District	- - -	- - -	20 5 10	11 14 0	- - -	55 13 11	2,783 11
4. Leven Bridge and Road	- - -	- - -	- - -	- - -	- - -	13 15 5	394 14
5. Outh and Nivingstone	15 18 8	- - -	- - -	- - -	- - -	42 7 5	589 19
6. Ploughgates and Bridges	- - -	- - -	- - -	- - -	- - -	2 18 4	34 1
7. St. Andrew's District	137 2 7	- - -	68 6 10	- - -	- - -	55 17 3	3,626 17
£	153 1 3	- - -	121 12 8	11 14 0	- - -	408 0 11	10,923 13
COUNTY OF FORFAR.							
1. Arbroath, Brechin, and Forfar	110 0 0	- - -	- - -	- - -	- - -	27 11 4	663 13
2. Broughty Ferry to Baldovie, &c.	21 18 4	- - -	- - -	- - -	- - -	8 6 9	210 0
3. Cairnconan	- - -	- - -	- - -	- - -	- - -	10 12 10	89 10
4. Dundee and Coupar Angus, and Branch	510 2 8	- - -	- - -	- - -	- - -	35 2 2	1,616 10
5. Dundee and Invergowrie	59 4 11	- - -	- - -	- - -	- - -	29 5 11	653 14
6. Dundee and Strathmartine	12 5 1	- - -	- - -	- - -	- - -	6 14 10	392 5
7. Dundee to Forfar	46 7 5	- - -	1 4 0	- - -	- - -	28 10 10	983 16
8. Dundee to Pitkerro	15 19 0	- - -	6 0 10	- - -	- - -	34 1 4	485 4
9. Forfar to Kirriemuir	45 10 11	1 12 10	- - -	- - -	- - -	2 2 7	100 16
10. Forfarshire, Central	25 0 0	- - -	- - -	- - -	- - -	7 11 8	152 2
11. Ditto, Eastern	- - -	- - -	- - -	- - -	- - -	59 0 2	761 14
12. Ditto, Northern	39 13 5	- - -	- - -	- - -	- - -	117 9 11	473 18
13. Lumleyden and Petterden	- - -	- - -	- - -	- - -	- - -	7 3 10	222 18
14. Montrose and Brechin	- - -	- - -	- - -	- - -	- - -	11 1 8	301 15
15. Montrose Bridge	423 18 10	- - -	- - -	- - -	- - -	269 6 4	1,077 19
16. Montrose and Forfar	- - -	- - -	- - -	- - -	- - -	13 7 2	169 3
17. Fitairlie	- - -	- - -	- - -	- - -	- - -	4 16 5	92 10
18. Strathmore	- - -	- - -	- - -	- - -	- - -	28 13 5	764 17
£	1,310 0 7	1 12 10	7 4 10	- - -	- - -	700 19 2	9,212 12
COUNTY OF KINCARDINE.							
1. Fetteresso and Maryculter	- - -	- - -	- - -	- - -	- - -	5 19 0	43 10
2. Kincardineshire, Consolidated	- - -	- - -	- - -	- - -	- - -	30 14 0	645 4
3. Marykirk Bridge	289 5 0	- - -	- - -	- - -	50 0 0	24 3 1	376 7
4. Slug	- - -	- - -	- - -	- - -	- - -	15 12 5	197 13
5. South Deeside	112 10 0	- - -	- - -	- - -	- - -	16 15 9	224 17
6. Wellington Suspension Bridge	294 9 0	- - -	- - -	- - -	- - -	63 6 11	466 17
£	696 4 0	- - -	- - -	- - -	50 0 0	156 11 2	1,954 9

a Including 2,310*l.* on which no interest has been paid, and 100*l.* on which no interest is payable.
c According to income. No interest paid during the past year. *d* According to income. 2½ per cent. allowed the previous year.
g Including 865*l.* 7*s.* 8*d.* invested in Slug Road Bonds.

DEBTS.						ARREARS OF INCOME.				
26. Bonded or Mortgage Debts.	27. Rate of Interest per cent.	28. Floating Debts.	29. Unpaid Interest.	30. Balance due to Treasurers on this Account.	31. Total Debts.	32. Arrears of Tolls for current Year.	33. Arrears of other Receipts for current Year.	34. Arrears of former Years.	35. Balance in Treasurers' Hands on this Account.	36. Total Assets.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
—	—	—	—	—	—	—	—	—	—	—
- - -	- -	- -	- - -	81 13 4	81 13 4	—	—	—	—	—
2,967 19 2	5	-	527 19 2	17 18 4	3,513 16 8	—	—	—	—	—
400 0 0	5	-	10 0 0	- - -	410 0 0	- -	- -	- -	286 3 7	286 3 7
5,300 0 0	- -	-	- - -	- - -	5,300 0 0	- -	- -	- -	1,341 6 3	1,341 6 3
31,024 13 5	5	-	28,845 16 9	- - -	59,870 10 2	- -	- -	- -	3,237 10 6	3,237 10 6
39,692 12 7	- -	-	29,383 15 11	99 11 8	69,176 0 2	- -	- -	- -	4,865 0 4	4,865 0 4
- - -	- -	-	- - -	2,228 2 1	2,228 2 1	—	—	—	—	—
- - -	- -	-	- - -	519 10 1	519 10 1	—	—	—	—	—
1,000 0 0	4	-	- - -	540 19 10	1,540 19 10	—	—	—	—	—
1,500 0 0	5	-	- - -	2,363 9 11	3,863 9 11	—	—	—	—	—
2,500 0 0	- -	-	- - -	5,652 1 11	8,152 1 11	—	—	—	—	—
1,194 0 0	5	-	5 15 3	- - -	1,199 15 3	- -	- -	- -	145 13 11	145 13 11
- - -	- -	-	- - -	- - -	- - -	- -	- -	- -	717 18 4	717 18 4
- - -	- -	-	- - -	- - -	- - -	- -	- -	64 13 4	175 0 11	239 14 3
- - -	- -	-	- - -	- - -	- - -	- -	- -	- -	1,750 8 5	1,750 8 5
- - -	- -	-	- - -	- - -	- - -	11 15 0	- -	- -	1,283 18 4	1,295 13 4
400 0 0	4	-	- - -	- - -	400 0 0	- -	- -	25 10 0	70 9 10	95 19 10
- - -	- -	-	- - -	- - -	- - -	- -	- -	- -	371 12 4	371 12 4
3,000 0 0	4	443 0 0	- - -	- - -	3,443 0 0	77 0 0	- -	127 6 5	490 13 1	694 19 6
3,400 0 0	- -	443 0 0	- - -	- - -	3,843 0 0	88 15 0	- -	217 9 9	4,860 1 3	5,166 6 0
2,750 0 0	4	-	- - -	- - -	2,750 0 0	14 0 0	- -	- -	169 12 8	183 12 8
450 0 0	5	-	- - -	- - -	450 0 0	- -	- -	- -	80 9 0	80 9 0
863 19 7	*c* - -	-	- - -	- - -	863 19 7	11 17 6	- -	- -	14 15 6	26 13 0
23,807 18 1	*d* 3	-	- - -	- - -	23,807 18 1	- -	- -	- -	585 9 4	585 9 4
1,200 0 0	5	-	- - -	- - -	1,200 0 0	- -	- -	- -	38 9 1	38 9 1
300 0 0	5	-	- - -	- - -	300 0 0	- -	- -	- -	316 2 6	316 2 6
1,000 0 0	5	-	- - -	- - -	1,000 0 0	- -	- -	- -	375 11 3	375 11 3
400 0 0	5	-	- - -	- - -	400 0 0	- -	- -	- -	418 17 4	418 17 4
1,150 0 0	4	-	- - -	- - -	1,150 0 0	- -	- -	- -	77 3 4	77 3 4
5,525 0 0	4	-	- - -	- - -	5,525 0 0	- -	- -	- -	18 9 7	18 9 7
6,000 0 0	*e* - -	-	- - -	- - -	6,000 0 0	14 0 0	- -	- -	244 17 10	258 17 10
800 0 0	5	-	- - -	- - -	800 0 0	- -	- -	- -	107 5 8	107 5 8
3,837 3 6	2	-	- - -	- - -	3,837 3 6	42 0 0	- -	- -	84 6 9	126 6 9
- - -	- -	-	- - -	- - -	- - -	- -	- -	- -	67 18 8	67 18 8
9,500 0 0	4½	-	- - -	- - -	9,500 0 0	- -	- -	- -	1,142 15 6	1,142 15 6
7,094 12 4	*f* - -	-	- - -	4,549 7 2	11,643 19 6	—	—	—	—	—
654 11 0	5	-	64 11 3	36 11 9	755 14 0	—	—	—	—	—
28 0 0	4	-	16 16 0	- - -	44 16 0	162 15 1	- -	- -	100 19 4	263 14 5
65,361 4 6	- -	-	81 7 3	4,585 18 11	70,028 10 8	244 12 7	- -	- -	3,843 3 4	4,087 15 11
921 11 3	5	-	921 10 7	- - -	1,843 1 10	- -	- -	- -	231 15 4	231 15 4
- - -	- -	-	- - -	- - -	- - -	- -	100 0 0	957 13 0	*g* 2,200 6 2	3,257 19 2
5,800 0 0	5	-	- - -	- - -	5,800 0 0	- -	- -	- -	482 11 8	482 11 8
2,602 10 0	5	-	8,056 12 10	- - -	10,659 2 10	- -	- -	- -	369 10 11	369 10 11
h 11,550 0 0	4	-	10,270 7 0	- - -	21,820 7 0	- -	- -	158 4 11	155 18 0	314 2 11
9,815 0 0	3	-	- - -	- - -	9,815 0 0	- -	- -	- -	1,394 4 6	1,394 4 6
30,689 1 3	- -	-	19,248 10 5	- - -	49,937 11 8	- -	100 0 0	1,115 17 11	4,834 6 7	6,050 4 6

b Original subscriptions on which no interest has been paid.
e No interest has been paid on the debt for several years owing to the state of the funds.
f No interest has ever been paid on the debt.
h Including 4,500*l.* at 3½ per cent.

1. NAMES OF TRUSTS.	2. Balance in Treasurers' Hands on last Account.	3. Balance due to the Treasurers on last Account.	INCOME. 4. Revenue received from Tolls.	5. Revenue from Fines.	6. Revenue from Incidental Receipts.	7. Amount of Money borrowed on the Security of the Tolls.	8. Total Income.
COUNTY OF KINROSS.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
1. Cleish	154 6 3	- - -	67 4 0	- - -	- - -	- - -	67 4
2. Great North Road	1,062 17 4	- - -	1,748 13 2	- - -	277 6 4	- - -	2,025 19
3. Milnathort	408 7 0	- - -	58 19 5	- - -	16 16 4	- - -	75 15
4. Portmoak	- - -	45 5 7	161 0 0	- - -	75 15 0	- - -	236 15
£	1,625 10 7	45 5 7	2,035 16 7	- - -	369 17 8	- - -	2,405 14
COUNTY OF LANARK.							
1. Bathgate and Airdrie	34 5 10	- - -	3,033 8 3	- - -	27 16 11	- - -	3,061 5
2. Biggar and Leadhills	161 6 5	- - -	461 16 1	- - -	90 4 8	- - -	552 0
3. Cambuslang and Muirkirk	430 15 6	- - -	8,510 5 0	- - -	14 19 11	- - -	8,525 4
4. Carluke	512 0 9	- - -	1,049 15 0	- - -	15 15 6	- - -	1,065 10
5. Corsethill	179 18 6	- - -	473 0 0	- - -	67 0 10	- - -	540 0
6. Crossford Bridge	65 17 11	- - -	95 6 8	- - -	2 4 2	- - -	97 10
7. Garion Bridge	1,193 17 2	- - -	355 0 0	- - -	30 19 11	- - -	385 19
8. Garngad	- - -	805 12 6	261 9 11	- - -	- - -	800 0 0	1,061 9
9. Garscube	4,578 17 10	- - -	2,240 0 0	- - -	132 4 1	- - -	2,372 4
10. Glasgow Bridges	14,502 6 9	- - -	8,734 9 4	- - -	1,599 0 9	- - -	10,333 10
11. Glasgow, Kirkintilloch, and Baldernock	8,180 6 11	- - -	4,400 0 0	- - -	220 16 9	- - -	4,620 16
12. Glasgow, Renfrew, and Three Mile House	3,427 15 9	- - -	6,283 8 2	- - -	86 18 1	- - -	6,370 6
13. Glasgow and Shotts	1,783 9 4	- - -	7,911 0 0	- - -	100 6 4	- - -	8,011 6
14. Great Western and St. George's	11,619 3 11	- - -	4,681 13 4	- - -	363 12 1	- - -	5,045 5
15. Lanark and Hamilton	- - -	19 3 3	532 11 7	- - -	- - -	- - -	532 11
16. Lanarkshire, East and West	- - -	- - -	973 0 0	- - -	60 0 0	- - -	1,033 0
17. Ditto, North and South	- - -	- - -	1,892 10 5	- - -	90 17 7	- - -	1,983 8
18. Wilsontown and Biggar	24 6 10	- - -	118 0 0	- - -	11 2	- - -	118 11
19. Wilsontown and Lanark	280 19 5	- - -	230 0 0	- - -	7 4 0	- - -	237 4
20. Yoker	11,464 2 7	- - -	6,223 3 4	- - -	315 8 7	- - -	6,538 11
£	58,439 11 5	824 15 9	58,459 17 1	- - -	3,226 1 4	800 0 0	62,485 18
COUNTY OF LINLITHGOW.							
1. Cleuch	184 1 7	- - -	742 17 6	- - -	61 19 8	- - -	804 17
2. Cramond Bridge, Queensferry, and Linlithgow	12 7 8	- - -	635 0 0	- - -	18 16 4	- - -	653 16
3. Linlithgow	93 0 6	- - -	401 0 0	- - -	94 14 8	- - -	495 14
£	289 9 9	- - -	1,778 17 6	- - -	175 10 8	- - -	1,954 8
COUNTY OF PERTH.							
1. Athole	- - -	545 16 6	687 8 7	- - -	- - -	- - -	687 8
2. Auchterarder	98 7 8	- - -	120 0 0	- - -	1 9 6	- - -	121 9
3. Blairgowrie and Bridge of Cally	139 12 7	- - -	671 0 0	- - -	2 4 4	- - -	673 4
4. Blairgowrie and Coupar Angus	267 19 4	- - -	304 0 0	- - -	2 16 1	- - -	306 16
5. Carse of Gowrie	- - -	235 7 10	736 0 0	- - -	0 11 9	- - -	736 11
6. Crieff and Longcausewayhead	582 16 7	- - -	1,289 0 0	- - -	6 19 1	- - -	1,295 19
7. Dalpatrick	- - -	324 2 2	59 0 0	- - -	77 18 8	- - -	136 18
8. Dalreoch	238 17 7	- - -	352 0 0	- - -	65 19 9	- - -	417 19
9. Drip and Frew and Netherton (united)	71 14 10	- - -	450 0 0	- - -	1 10 1	- - -	451 10
10. Dunblane, Doune, and Callander	- - -	135 7 2	819 17 0	- - -	0 8 1	- - -	820 5
11. Dunkeld to Aberfeldy and Kenmore	3 9 11	- - -	407 18 3	- - -	1 9 10	- - -	409 8
12. Dunning	103 9 5	- - -	54 11 8	- - -	0 18 7	- - -	55 10
13. Gleneagles	- - -	- - -	304 0 0	- - -	0 16 2	- - -	304 16
14. Glenfalloch	65 6 6	- - -	51 12 6	- - -	0 14 11	- - -	52 7
15. Glenlichorn	35 7 8	- - -	34 0 0	- - -	40 5 5	- - -	74 5
16. Lochearn	322 13 0	- - -	920 14 0	- - -	5 15 2	- - -	926 9
17. Lochtayside and Glendochart	249 13 5	- - -	734 6 9	- - -	39 12 7	- - -	773 19
18. Monteith	362 2 0	- - -	250 0 0	- - -	7 4 0	- - -	257 4
19. New Bridge of Earn	4,121 2 3	- - -	- - -	- - -	154 8 0	- - -	154 8

a Including treasurer. *b* Including carriage and materials. *c* Including carriage.

EXPENDITURE.

9. Manual Labour.	10. Carriage of Materials.	11. Materials for Surface Repairs.	12. Land purchased.	13. Damage done in obtaining Materials.	14. Tradesmen's Bills.	15. Salaries of Treasurer.	16. Salaries of Clerk.	17. Salaries of Surveyor.	18. Law Charges.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
21 5 0	10 19 6	24 7 10	- - -	- - -	3 1 9	- - -	*a* 5 5 1	5 0 0	- - -
352 10 10	171 1 6	390 4 7	- - -	- - -	73 3 4	- - -	250 0 0	- - -	15 18 2
22 19 10	9 15 2	16 14 1	- - -	- - -	16 6	- - -	*e* 2 2 0	3 3 0	6 16 3
97 4 0	27 15 10	74 17 2	- - -	1 8 6	6 8 3	8 8 0	4 4 0	10 0 0	22 0 0
493 19 8	219 12 0	506 3 8	- - -	1 8 6	83 9 10	8 8 0	261 11 1	18 3 0	44 14 5
,067 1 7	343 19 2	- - -	- - -	22 5 7	50 11 3	- - -	*a* 105 0 0	170 0 0	15 5 4
265 15 10	- - -	- - -	- - -	1 10 0	3 16 9	- - -	*a* 20 0 0	35 0 0	- - -
,587 0 9	- - -	- - -	- - -	- - -	58 19 5	150 0 0	100 0 0	150 0 0	57 6 6
510 5 0	*a* 437 9 3	- - -	- - -	20 0 0	14 13 9	- - -	*a* 20 0 0	35 0 0	19 12 2
330 7 3	21 0 3	197 15 7	- - -	4 10 0	11 4 5	30 0 0	10 0 0	60 0 0	- - -
1 13 0	- - -	- - -	- - -	- - -	- - -	- - -	*a* 10 10 0	- - -	- - -
0 15 0	- - -	1 12 10	- - -	- - -	1 8 0	- - -	*a* 10 10 0	- - -	- - -
180 19 3	- - -	- - -	- - -	- - -	29 4 7	13 1 6	- - -	10 0 0	39 1 0
,490 8 4	- - -	- - -	- - -	- - -	145 18 3	- - -	60 0 0	25 0 0	117 4 0
- - -	- - -	- - -	- - -	- - -	389 12 0	100 0 0	100 0 0	- - -	123 3 0
800 3 6	- - -	2,052 17 3	- - -	- - -	305 13 1	75 0 0	75 0 0	150 0 0	53 5 2
930 19 10	903 13 2	1,416 13 11	- - -	- - -	142 6 2	- - -	*a* 90 0 0	60 0 0	91 16 6
,228 16 0	- - -	- - -	- - -	- - -	239 14 10	150 0 0	120 0 0	175 0 0	157 3 11
212 13 9	*a* 541 14 5	- - -	- - -	- - -	37 11 10	30 0 0	- - -	30 0 0	108 16 1
163 10 11	26 8 4	97 11 8	- - -	1 0 0	12 1 9	25 0 0	10 0 0	10 0 0	- - -
227 17 7	*a* 288 15 6	- - -	- - -	- - -	24 19 4	21 0 0	20 0 0	52 5 0	6 6 7
,173 17 6	- - -	- - -	- - -	- - -	38 10 1	50 0 0	50 0 0	98 0 0	- - -
55 10 8	*a* 23 13 0	- - -	- - -	- - -	- - -	- - -	*a* 7 0 0	10 0 0	- - -
48 13 0	- - -	51 1 3	- - -	- - -	4 14 2	- - -	*d* 20 0 0	- - -	- - -
,060 12 8	669 4 4	1,493 6 0	- - -	- - -	94 9 6	- - -	*a* 60 0 0	70 0 0	424 1 0
,337 1 5	3,255 17 5	5,310 18 6	- - -	49 5 7	1,605 9 2	644 1 6	888 0 0	1,140 5 0	1,213 1 3
b 545 14 8	- - -	- - -	- - -	- - -	10 3 5	- - -	25 0 0	60 0 0	- - -
150 0 6	7 0 0	251 17 1	- - -	- - -	9 10 3	- - -	20 0 0	52 0 0	1 6 4
129 13 0	5 12 0	244 19 10	- - -	- - -	37 12 5	- - -	15 0 0	40 0 0	4 12 4
825 8 2	12 12 0	496 16 11	- - -	- - -	57 6 1	- - -	60 0 0	152 0 0	5 18 8
188 8 4	- - -	89 8 0	- - -	- - -	41 12 11	- - -	*a* 30 0 0	36 0 0	16 8 8
b 88 7 3	- - -	- - -	- - -	8 4	14 6	- - -	*a* 12 2 0	20 0 0	- - -
311 9 4	42 5 5	- - -	- - -	- - -	11 18 4	- - -	*a* 6 6 0	- - -	17 10 6
93 7 10	27 2 5	- - -	- - -	- - -	14 16 10	- - -	*a* 6 6 0	- - -	8 8 4
487 8 4	137 11 4	- - -	- - -	4 2 4	12 13 6	- - -	*a* 20 0 0	75 0 0	- - -
b 850 7 3	- - -	- - -	- - -	12 0 4	- - -	- - -	*a* 50 0 0	70 0 0	- - -
b 51 16 6	- - -	- - -	- - -	- - -	0 19 10	- - -	*a* 2 10 0	8 0 0	- - -
b 193 0 3	- - -	- - -	- - -	- - -	1 3 7	- - -	*a* 27 2 0	30 0 0	- - -
b 378 6 1	- - -	- - -	- - -	- - -	- - -	- - -	*a* 19 19 0	25 0 0	- - -
b 534 2 8	- - -	- - -	- - -	- - -	5 3 7	15 0 0	10 0 0	40 0 0	- - -
113 12 6	*a* 38 2 9	- - -	- - -	- - -	15 7 10	- - -	*a* 15 0 0	32 10 0	- - -
e 47 16 10	- - -	- - -	- - -	- - -	- - -	5 0 0	5 0 0	10 0 0	3 4 1
b 185 13 3	- - -	- - -	- - -	- - -	2 13 4	- - -	*a* 22 2 0	35 0 0	- - -
b 46 15 3	- - -	- - -	- - -	- - -	- - -	- - -	*a* 2 0 0	3 0 0	- - -
b 50 19 7	- - -	- - -	- - -	- - -	1 2 3	- - -	*a* 6 1 0	5 0 0	- - -
b 628 8 5	- - -	- - -	- - -	- - -	14 0 5	- - -	*a* 27 1 0	26 0 0	- - -
b 418 6 6	- - -	- - -	- - -	- - -	- - -	- - -	*a* 15 0 0	18 0 0	- - -
100 5 0	77 17 2	13 0 11	- - -	2 10 0	3 3 0	5 12 6	*d* 20 7 6	- - -	4 0 2
- - -	- - -	- - -	- - -	- - -	- - -	5 5 0	5 5 0	- - -	- - -

(Continued on page 16.)

d Including surveyor.

e Including treasurer and surveyor.

(Continued from page 15.)

NAMES OF TRUSTS.	EXPENDITURE—*continued.*						
	19. Interest of Debt.	20. Annuities.	21. Improvements.	22. Watering Roads.	23. Debts paid off.	24. Incidental Expenses.	25. Total Expenditure
COUNTY OF KINROSS.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
1. Cleish	—	—	—	—	—	60 3 10	130 3
2. Great North Road	716 5 7	- - -	- - -	- - -	- - -	51 8 0	2,020 12
3. Milnathort	—	—	—	—	356 2 7	6 2	418 15
4. Portmoak	- - -	- - -	- - -	- - -	- - -	5 8 0	257 13
£	716 5 7	- - -	- - -	- - -	356 2 7	117 6 0	2,827 4
COUNTY OF LANARK.							
1. Bathgate and Airdrie	1,210 17 10	- - -	42 5 3	- - -	- - -	59 15 7	3,087 1
2. Biggar and Leadhills	171 0 0	- - -	- - -	- - -	200 0 0	21 19 11	719 2
3. Cambuslang and Muirkirk	1,795 5 0	- - -	- - -	35 0 0	- - -	153 16 9	8,087 8
4. Carluke	- - -	- - -	- - -	- - -	- - -	9 0 1	1,066 0
5. Corsethill	- - -	- - -	71 17 11	- - -	- - -	8 19 8	745 15
6. Crossford Bridge	- - -	- - -	- - -	- - -	- - -	1 6 7	13 9
7. Garion Bridge	- - -	- - -	- - -	- - -	- - -	13 0 5	27 6
8. Garngad	63 0 8	- - -	- - -	- - -	- - -	49 10 6	384 17
9. Garscube	- - -	- - -	- - -	45 19 2	- - -	25 6 6	1,909 16
10. Glasgow Bridges	162 13 9	- - -	329 7 2	87 9 0	7,243 19 2	1,799 12 9	10,335 16
11. Glasgow, Kirkintilloch, and Baldernock	43 8 0	- - -	7,273 8 0	- - -	- - -	47 13 7	10,876 8
12. Glasgow, Renfrew, and Three Mile House	- - -	- - -	- - -	- - -	- - -	135 12 11	3,771 2
13. Glasgow and Shotts	- - -	- - -	389 10 5	- - -	- - -	71 3 0	7,531 8
14. Great Western and St. George's	944 11 2	- - -	- - -	- - -	10,726 1 0	100 18 7	12,732 6
15. Lanark and Hamilton	146 5 0	- - -	- - -	- - -	- - -	11 14 4	503 12
16. Lanarkshire, East and West	366 2 9	- - -	- - -	- - -	- - -	25 13 3	1,033 0
17. Ditto, North and South	453 16 0	- - -	- - -	- - -	- - -	119 4 5	1,983 8
18. Wilsontown and Biggar	21 16 6	- - -	14 6 0	- - -	- - -	4 5 9	136 11
19. Wilsontown and Lanark	—	—	—	—	—	28 2 0	152 10
20. Yoker	- - -	- - -	- - -	- - -	- - -	179 8 6	4,051 2
£	5,378 16 8	- - -	8,120 14 9	168 8 2	18,170 0 2	2,866 5 1	69,148 4
COUNTY OF LINLITHGOW.							
1. Cleuch	- - -	- - -	49 18 5	- - -	- - -	43 19 7	734 16
2. Cramond Bridge, Queensferry, and Linlithgow	109 1 8	- - -	- - -	- - -	- - -	19 17 10	620 13
3. Linlithgow	67 8 8	- - -	- - -	- - -	- - -	19 7 11	564 6
£	176 10 4	- - -	49 18 5	- - -	- - -	83 5 4	1,919 15
COUNTY OF PERTH.							
1. Athole	376 16 8	- - -	- - -	- - -	- - -	66 6 0	845 0
2. Auchterarder	- - -	- - -	- - -	- - -	- - -	20 2 5	141 14
3. Blairgowrie and Bridge of Cally	226 2 0	- - -	- - -	- - -	- - -	5 17 2	621 8
4. Blairgowrie and Coupar Angus	86 12 7	- - -	- - -	- - -	- - -	20 5 4	256 19
5. Carse of Gowrie	57 19 1	- - -	- - -	- - -	- - -	22 17 8	817 12
6. Crieff and Longcausewayhead	- - -	- - -	202 12 8	- - -	- - -	47 18 1	1,232 18
7. Dalpatrick	66 7 4	- - -	- - -	- - -	- - -	6 14 4	136 8
8. Dalreoch	167 14 5	- - -	- - -	- - -	- - -	17 18 2	437 8
9. Drip and Frew and Netherton (united)	7 19 3	- - -	- - -	- - -	- - -	16 10 11	447 15
10. Dunblane, Doune, and Callander	238 0 0	- - -	- - -	- - -	- - -	50 10 7	892 16
11. Dunkeld to Aberfeldy and Kenmore	176 17 6	- - -	- - -	- - -	- - -	14 8 7	405 19
12. Dunning	- - -	- - -	- - -	- - -	- - -	3 11 1	74 12
13. Gleneagles	41 9 6	- - -	- - -	- - -	- - -	17 18 1	304 16
14. Glenfalloch	- - -	- - -	- - -	- - -	- - -	3 11 3	55 6
15. Glenlichorn	- - -	- - -	- - -	- - -	- - -	6 18 1	70 0
16. Lochearn	286 15 11	- - -	- - -	- - -	- - -	28 9 0	1,010 14
17. Lochtayside and Glendochart	249 13 5	- - -	- - -	- - -	- - -	18 19 3	719 19
18. Monteith	300 0 0	- - -	- - -	- - -	- - -	5 2 4	531 18
19. New Bridge of Earn	- - -	- - -	- - -	- - -	- - -	0 3 1	10 13

a Including 1,000*l.* postponed debt.

b Including 3,100*l.* postponed debt.

DEBTS.						ARREARS OF INCOME.				
26. Bonded or Mortgage Debts.	27. Rate of Interest per cent.	28. Floating Debts.	29. Unpaid Interest.	30. Balance due to Treasurers on this Account.	31. Total Debts.	32. Arrears of Tolls for current Year.	33. Arrears of other Receipts for current Year.	34. Arrears of former Years.	35. Balance in Treasurers' Hands on this Account.	36. Total Assets.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
—	—	—	—	—	—	—	—	—	91 7 3	91 7 3
1,940 4 7	4	886 18 10	12,633 6 3	- - -	45,460 9 8	311 6 8	12 0 0	- -	1,068 4 10	1,391 11 6
7,934 5 8	5	—	—	—	7,934 5 8	—	—	—	65 7 2	65 7 2
- -	- -	- -	- - -	66 4 4	66 4 4	—	—	—	—	—
9,874 10 3	- -	886 18 10	12,633 6 3	66 4 4	53,460 19 8	311 6 8	12 0 0	- -	1,224 19 3	1,548 5 11
0,611 8 5	5	- -	32,931 15 1	- - -	93,543 3 6	- -	- -	- -	8 9 5	8 9 5
5,605 19 0	4 to 5	- -	5,483 3 0	5 15 4	11,094 7 4	—	—	—	—	—
5,905 0 8	5	- -	- - -	- - -	35,905 0 8	- -	- -	- -	868 12 0	868 12 0
2,684 11 6	4	- -	7,348 4 6	- - -	10,032 16 0	- -	- -	- -	511 11 0	511 11 0
3,222 0 0	5	- -	9,987 14 0	25 15 9	13,235 9 9	—	—	—	—	—
238 0 0	5	- -	11 8 0	- - -	249 18 0	- -	- -	- -	149 19 2	149 19 2
3,015 4 8	5	- -	*c* 1,670 0 6	- - -	4,685 5 2	- -	- -	134 4 1	1,552 10 10	1,686 14 11
7,366 0 11	4 & 5	- -	1,669 7 4	129 0 1	9,164 8 4	—	—	—	—	—
2,100 0 0	5	- -	- - -	- - -	2,100 0 0	- -	- -	- -	5,041 5 8	5,041 5 8
607 11 5	4	- -	- - -	- - -	607 11 5	- -	- -	- -	14,500 0 0	14,500 0 0
972 10 9	4½	- -	- - -	- - -	972 10 9	- -	- -	- -	1,924 15 1	1,924 15 1
- -	- -	- -	- - -	- - -	- - -	- -	- -	3,000 0 0	6,026 19 6	9,026 19 6
- -	- -	- -	- - -	- - -	- - -	- -	- -	- -	2,263 7 6	2,263 7 6
0,726 1 0	4	- -	- - -	- - -	10,726 1 0	- -	- -	- -	3,932 2 6	3,932 2 6
2,925 0 0	5	- -	4,426 5 0	- - -	7,351 5 0	- -	- -	- -	9 16 4	9 16 4
4,984 11 0	5	- -	1,005 2 2	- - -	25,989 13 2	- -	- -	155 16 2	- - -	155 16 2
4,134 18 9	5	- -	92,931 11 11	- - -	147,066 10 8	—	—	—	—	—
550 0 0	4	- -	- - -	- - -	550 0 0	- -	- -	- -	6 6 1	6 6 1
3,250 0 0	- -	- -	2,879 9 9	- - -	6,129 9 9	- -	- -	34 16 8	365 13 0	400 9 8
- -	- -	- -	- - -	- - -	- - -	- -	- -	- -	13,951 12 6	13,951 12 6
18,898 18 1	- -	- -	160,344 1 3	160 11 2	379,403 10 6		- -	3,324 16 11	51,113 0 7	54,437 17 6
- - -	- -	- -	- - -	- - -	- - -	- -	- -	2 0 0	254 2 8	256 2 8
2,750 0 0	4	- -	- - -	- - -	2,750 0 0	- -	- -	- -	45 10 4	45 10 4
1,800 0 0	3½ & 4	- -	- - -	- - -	1,800 0 0	- -	- -	- -	24 9 0	24 9 0
4,550 0 0	- -	- -	- - -	- - -	4,550 0 0	- -	- -	2 0 0	324 2 0	326 2 0
9,500 0 0	4	542 0 0	- - -	703 8 6	10,745 8 6	—	—	—	—	—
4,380 5 10	5	- -	8,420 16 8	- - -	12,801 2 6	- -	- -	134 10 2	78 2 8	212 12 10
5,700 0 0	4	- -	- - -	- - -	5,700 0 0	- -	- -	- -	191 8 2	191 8 2
3,544 0 0	4	- -	- - -	- - -	3,544 0 0	- -	- -	- -	317 16 1	317 16 1
0,385 7 9	4½	- -	- - -	316 8 4	10,701 16 1	—	—	—	—	—
- - -	- -	- -	- - -	- - -	- - -	- -	- -	- -	645 17 4	645 17 4
2,093 12 8	4 & 5	- -	1,258 9 0	323 11 6	3,675 13 2	- -	- -	59 11 9	- - -	59 11 9
2,457 5 6	4 & 5	- -	14,919 8 8	- - -	27,376 14 2	- -	- -	159 8 10	219 8 11	378 17 9
200 0 0	4	- -	- - -	- - -	200 0 0	- -	- -	- -	75 9 8	75 9 8
8,000 0 0	4	- -	- - -	207 18 11	8,207 18 11	7 10 0	- -	38 5 10	- - -	45 15 10
7,075 0 0	2½	- -	- - -	- - -	7,075 0 0	- -	- -	- -	6 18 10	6 18 10
9,080 11 6	- -	- -	21,348 0 10	- - -	30,428 12 4	- -	- -	18 14 7	84 7 8	103 2 3
2,106 0 9	5	- -	55,742 15 1	- - -	97,848 15 10	- -	- -	242 4 6	- - -	242 4 6
4,280 0 0	4	- -	6,837 15 3	- - -	11,117 15 3	- -	- -	- -	62 7 5	62 7 5
5,543 14 0	5	- -	18,155 11 11	- - -	23,699 5 11	- -	- -	60 12 5	39 12 2	100 4 7
3,493 18 9	5	- -	22,917 9 3	- - -	36,411 8 0	- -	- -	- -	238 7 5	238 7 5
2,215 0 0	4	- -	2,053 11 7	- - -	14,268 11 7	- -	- -	- -	303 13 7	303 13 7
2,988 11 0	4 & 4½	- -	1,591 7 10	- - -	4,579 18 10	- -	- -	- -	87 7 5	87 7 5
- -	- -	- -	- - -	- - -	- - -	- -	- -	- -	4,264 17 2	4,264 17 2

c Exclusive of interest on 2,307*l.* 12*s.* subscriptions.

1. NAMES OF TRUSTS.	2. Balance in Treasurers' Hands on last Account.	3. Balance due to the Treasurers on last Account.	INCOME. 4. Revenue received from Tolls.	5. Revenue from Fines.	6. Revenue from Incidental Receipts.	7. Amount of Money borrowed on the Security of the Tolls.	8. Total Income
COUNTY OF PERTH—*cont.*	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
20. Perth Bridge	168 7 4	- - -	- - -	- - -	123 18 6	- - -	123 18
21. Perth and Coupar Angus	139 12 11	- - -	880 0 0	- - -	47 4 10	- - -	927 4
22. Perth and Crieff	374 2 2	- - -	856 18 1	- - -	4 2 4	- - -	861 0
23. Perth and Dunkeld	104 15 9	- - -	565 15 10	- - -	15 6 8	- - -	581 2
24. Perth and Kinclaven	1,099 9 11	- - -	647 0 0	- - -	13 18 4	- - -	660 18
25. Strathbraan	85 18 9	- - -	158 5 6	- - -	0 14 5	- - -	158 19
26. Strathtay	- - -	2 6 8	72 10 0	- - -	1 5 8	- - -	73 15
27. Taybridge Road	38 3 2	- - -	316 14 6	- - -	5 18 3	- - -	322 12
28. Tummell Bridge Road	*c* 554 18 3	- - -	533 10 0	- - -	17 12 2	- - -	551 2
£	9,228 1 0	1,243 0 4	12,276 2 8	- - -	641 3 2	- - -	12,917 5
COUNTY OF RENFREW.							
1. Kelly Roads	387 15 6	- - -	1,713 10 11	- - -	9 2 0	- - -	1,722 12
2. Renfrew and Greenock	136 2 1	- - -	1,911 0 0	- - -	0 12 11	- - -	1,911 12
3. Renfrewshire, 1st District	9 2 7	- - -	11,411 13 10	- - -	20 0 0	- - -	11,431 13
4. Ditto, 2nd District	- - -	417 16 6	3,810 0 0	- - -	30 0 0	- - -	3,840 0
5. Ditto, 3rd District	- - -	265 18 7	750 0 0	- - -	20 0 0	- - -	770 0
£	533 0 2	683 15 1	19,596 4 9	- - -	79 14 11	- - -	19,675 19
COUNTY OF ROXBURGH.							
1. Drygrange Pontage	2,096 7 4	- - -	- - -	- - -	52 4 3	- - -	52 4
2. Great Road	- - -	43 16 2	115 10 0	- - -	- - -	- - -	115 10
3. Haremoss and Scotsdyke, East District	1,147 6 11	- - -	554 15 3	- - -	73 10 9	- - -	628 6
4. Jedburgh, 1st Assignation	- - -	868 3 8	1,177 16 11	- - -	311 19 10	- - -	1,489 16
5. „ 2nd Assignation	434 16 7	- - -	934 2 0	- - -	- - -	- - -	934 2
6. Kelso Bridge	1,315 11 9	- - -	- - -	- - -	51 6 10	- - -	51 6
7. Kelso Union, North Branch	- - -	59 8 0	417 0 0	- - -	- - -	- - -	417 0
8. „ West Branch	23 4 3	- - -	257 7 6	- - -	0 6 8	- - -	257 14
9. Lauder and Kelso	173 10 11	- - -	725 0 0	- - -	2 2 1	- - -	727 2
10. Liddesdale	460 12 7	- - -	282 17 6	- - -	6 18 7	- - -	289 16
1. Selkirk and St. Boswell's	4 17 1	- - -	52 12 3	- - -	- - -	- - -	52 12
£	5,656 7 5	971 7 10	4,517 1 5	- - -	498 9 0	- - -	5,015 10
COUNTY OF STIRLING.							
1. Crossmuirhead and Higginsneuck Ferry	172 8 5	- - -	8 3 4	- - -	3 11 10	- - -	11 15
2. Denny to Fintry Branch	440 6 6	- - -	105 0 0	- - -	7 7 3	- - -	112 7
3. Kerse Road and Bridge	—	360 13 2	300 0 0	- - -	- - -	- - -	300 0
4. Linlithgow Bridge to Stirling, &c.	95 17 0	- - -	2,314 0 0	- - -	2 16 10	- - -	2,316 16
5. Redrow to Peathill	47 11 2	- - -	568 0 0	- - -	2 9 5	- - -	570 9
6. Stirling to Drymen Bridge	136 17 7	- - -	479 4 6	- - -	19 10 3	- - -	498 14
7. West Stirlingshire, First District	- - -	137 4 5	929 0 0	- - -	66 8 3	- - -	995 8
8. „ „ Second District	202 6 10	- - -	1,133 0 0	- - -	20 13 6	- - -	1,153 13
9. „ „ Third District	132 8 8	- - -	597 0 0	- - -	44 15 7	- - -	641 15
£	1,227 16 2	497 17 7	6,433 7 10	- - -	167 12 11	- - -	6,601 0

a Including carriage and materials. *b* Including treasurer. *c* The balance in hand was erroneously stated in last year's account to be 572*l.* 15*s.* 8*d.*

EXPENDITURE.

9. Manual Labour.	10. Carriage of Materials.	11. Materials for Surface Repairs.	12. Land purchased.	13. Damage done in obtaining Materials.	14. Tradesmen's Bills.	15. Salaries of Treasurer.	16. Salaries of Clerk.	17. Salaries of Surveyor.	18. Law Charges.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
a 57 1 11	- - -	- - -	- - -	- - -	- - -	5 0 0	- - -	- - -	- - -
268 12 5	115 7 10	- - -	- - -	- - -	15 0 10	50 0 0	- - -	21 0 0	- - -
353 9 9	88 13 10	- - -	- - -	11 8 6	- - -	- - -	*b* 27 2 0	50 0 0	- - -
298 12 3	78 1 1	- - -	- - -	9 19 1	32 17 9	- - -	*b* 40 0 0	85 0 0	- - -
163 9 9	52 18 9	- - -	- - -	2 6 10	7 12 7	15 15 0	- - -	34 4 0	- - -
a 59 4 8	- - -	- - -	- - -	- - -	- - -	- - -	*b* 5 0 0	5 0 0	1 19 6
60 1 4	- - -	- - -	- - -	- - -	- - -	2 10 0	2 10 0	5 0 0	- - -
a 127 0 3	- - -	- - -	- - -	- - -	12 10 0	- - -	*b* 20 0 0	32 10 0	- - -
a 287 0 2	- - -	- - -	- - -	- - -	- - -	- - -	*b* 15 0 0	25 0 0	- - -
6,443 3 8	658 0 7	102 8 11	- - -	42 15 5	194 1 1	104 2 6	411 13 6	691 4 0	51 11 3
a 704 14 10	- - -	- - -	- - -	- - -	39 9 10	- - -	50 0 0	50 0 0	665 7 6
a 1,687 12 9	- - -	- - -	- - -	- - -	27 15 1	- - -	52 10 0	50 0 0	- - -
4,650 11 6	*d* 5,623 14 3	- - -	- - -	- - -	338 11 5	- - -	200 0 0	230 0 0	- - -
1,205 9 5	*d* 1,287 19 1	- - -	- - -	- - -	198 1 10	- - -	146 0 0	100 0 0	- - -
312 1 6	*d* 460 14 8	- - -	- - -	- - -	24 9 7	- - -	20 0 0	20 0 0	97 12 6
8,560 10 0	7,372 8 0	- - -	- - -	- - -	628 7 9	- - -	468 10 0	450 0 0	763 0 0
- - -	- - -	9 17 4	- - -	- - -	- - -	- - -	*e* 5 5 0	- - -	- - -
a 70 8 11	- - -	- - -	- - -	- - -	4 4 3	- - -	*b* 13 12 0	17 0 0	- - -
133 1 4	*d* 281 15 10	- - -	- - -	- - -	208 4 7	- - -	*b* 30 0 0	43 18 9	- - -
a 556 2 1	- - -	- - -	- - -	- - -	- - -	- - -	37 10 0	100 0 0	- - -
a 873 14 4	- - -	- - -	- - -	- - -	- - -	- - -	37 10 0	100 0 0	- - -
a 29 13 6	- - -	- - -	- - -	- - -	1 16 8	- - -	*b* 3 3 0	4 0 0	- - -
a 286 16 0	- - -	- - -	- - -	- - -	13 16 1	- - -	*b* 16 15 0	30 0 0	- - -
45 0 8	- - -	52 5 5	- - -	- - -	9 18 8	- - -	*b* 16 0 0	18 18 0	- - -
a 524 4 7	- - -	- - -	- - -	- - -	18 9 11	- - -	20 0 0	56 12 0	- - -
104 9 1	*d* 75 12 10	- - -	- - -	- - -	52 18 8	- - -	*b* 10 0 0	36 13 0	- - -
a 32 13 8	- - -	- - -	- - -	- - -	5 5 0	- - -	5 0 0	- - -	- - -
2,656 4 2	357 8 8	62 2 9	- - -	- - -	314 13 10	- - -	194 15 0	407 1 9	- - -
19 18 7	- - -	- - -	- - -	- - -	- - -	- - -	3 3 0	2 10 0	- - -
42 17 6	11 16 0	26 19 6	- - -	7 16 0	13 7	- - -	15 0 0	10 0 0	- - -
95 5 0	15 17 6	51 4 0	- - -	- - -	20 3 6	- - -	21 0 0	15 0 0	—
- - -	- - -	- - -	- - -	- - -	1,473 17 11	- - -	*b* 100 0 0	130 0 0	- - -
244 14 0	- - -	- - -	- - -	- - -	160 0 0	- - -	10 0 0	15 0 0	- - -
132 19 6	102 17 0	114 7 7	- - -	- - -	18 5 3	- - -	20 0 0	30 0 0	- - -
a 605 15 0	- - -	- - -	- - -	10 0 0	- - -	- - -	*b* 25 0 0	45 0 0	- - -
1,026 14 4	- - -	- - -	- - -	20 18 0	- - -	- - -	*b* 50 0 0	90 0 0	- - -
a 546 0 6	- - -	- - -	- - -	- - -	- - -	- - -	*b* 25 0 0	45 0 0	- - -
2,714 4 5	130 0 6	192 11 1	- - -	38 14 0	1,673 0 3	- - -	269 3 0	382 10 0	- - -

(Continued on page 20.)

d Including materials.

e Including treasurer and surveyor.

NAMES OF TRUSTS.	EXPENDITURE—*continued.*					
	19. Interest of Debt.	20. Annuities.	21. Improvements.	22. Watering Roads.	23. Debts paid off.	24. Incidental Expenses.	25. Total Expenditu
COUNTY OF PERTH—*cont.*	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
20. Perth Bridge	- - -	- - -	- - -	- - -	- - -	6 0 5	68 2
21. Perth and Coupar Angus	227 1 10	- - -	- - -	- - -	- - -	61 2 2	758 5
22. Perth and Crieff	357 17 1	- - -	8 0	- - -	- - -	29 12 7	918 11
23. Perth and Dunkeld	72 7 10	- - -	- - -	- - -	- - -	6 1 5	622 19
24. Perth and Kinclaven	1,000 0 0	- - -	- - -	- - -	- - -	19 13 4	1,296 0
25. Strathbraan	85 18 9	- - -	- - -	- - -	- - -	6 9 7	163 12
26. Strathtay	- - -	- - -	- - -	- - -	- - -	4 3 6	74 4
27. Taybridge Road	39 0 8	- - -	- - -	- - -	- - -	13 13 1	244 14
28. Tummell Bridge Road	254 18 3	- - -	- - -	- - -	- - -	19 1 3	600 19
£	4,319 12 1	- - -	203 0 8	- - -	- - -	539 18 9	13,761 12
COUNTY OF RENFREW.							
1. Kelly Roads	540 0 0	- - -	- - -	- - -	- - -	21 12 5	2,071 4
2. Renfrew and Greenock	- - -	- - -	- - -	- - -	- - -	31 5 2	1,849 3
3. Renfrewshire, 1st District	703 19 11	- - -	- - -	- - -	- - -	228 15 10	11,975 12
4. Ditto, 2nd District	562 15 6	- - -	- - -	- - -	- - -	116 2 3	3,616 8
5. Ditto, 3rd District	27 10 1	- - -	- - -	- - -	- - -	29 16 5	992 4
£	1,834 5 6	- - -	- - -	- - -	- - -	427 12 1	20,504 13
COUNTY OF ROXBURGH.							
1. Drygrange Pontage	1 5 2	- - -	94 10 0	- - -	- - -	2 13 3	113 10
2. Great Road	- - -	- - -	- - -	- - -	- - -	12 0 3	117 5
3. Haremoss and Scotsdyke, East District	- - -	- - -	- - -	- - -	- - -	25 2 1	722 2
4. Jedburgh, 1st Assignation	577 13 5	- - -	- - -	- - -	- - -	31 15 10	1,303 1
5. „ 2nd Assignation	- - -	- - -	- - -	- - -	- - -	337 13 10	1,348 18
6. Kelso Bridge	- - -	- - -	- - -	- - -	- - -	8 7 7	47 0
7. Kelso Union, North Branch	- - -	- - -	- - -	- - -	- - -	24 2 5	371 9
8. „ West Branch	- - -	- - -	- - -	- - -	- - -	12 1 1	154 3
9. Lauder and Kelso	- - -	- - -	- - -	- - -	- - -	18 13 5	637 19
10. Liddesdale	- - -	- - -	- - -	- - -	- - -	22 13 6	302 7
11. Selkirk and St. Boswell's	- - -	- - -	- - -	- - -	- - -	2 19 4	45 18
£	578 18 7	- - -	94 10 0	- - -	- - -	498 2 7	5,163 17
COUNTY OF STIRLING.							
1. Crossmuirhead and Higginsneuck Ferry	- - -	- - -	- - -	- - -	- - -	3 8	25 15
2. Denny to Fintry Branch	- - -	- - -	- - -	- - -	- - -	9 3 9	124 6
3. Kerse Road and Bridge	138 0 0	- - -	14 4 6	- - -	- - -	5 12 6	375 17
4. Linlithgow Bridge to Stirling, &c.	445 3 4	- - -	- - -	- - -	- - -	155 5 1	2,304 6
5. Redrow to Peathill	171 18 11	- - -	- - -	- - -	- - -	7 14 11	609 7
6. Stirling to Drymen Bridge	183 1 3	- - -	- - -	- - -	- - -	16 9 3	617 19
7. West Stirlingshire, First District	279 17 0	- - -	- - -	- - -	- - -	38 0 2	1,003 12
8. „ „ Second District	- - -	- - -	- - -	- - -	- - -	49 6 10	1,236 19
9. „ „ Third District	- - -	- - -	- - -	- - -	- - -	17 12	633 12
£	1,218 0 6	- - -	14 4 6	- - -	- - -	299 8 4	6,931 16

(Continued from page 19.)

DEBTS.						ARREARS OF INCOME.				
26. Bonded or Mortgage Debts.	27. Rate of Interest per cent.	28. Floating Debts.	29. Unpaid Interest.	30. Balance due to Treasurers on this Account.	31. Total Debts.	32. Arrears of Tolls for current Year.	33. Arrears of other Receipts for current Year.	34. Arrears of former Years.	35. Balance in Treasurers' Hands on this Account.	36. Total Assets.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
- - -	- -	- -	- - -	- - -	- - -	- -	- -	- -	224 3 6	224 3 6
8,143 15 4	4 & 4½	- -	2,871 14 7	- - -	11,015 9 11	- -	- -	- -	308 12 8	308 12 8
9,906 4 10	4	- -	1,043 2 2	- - -	10,949 7 0	- -	- -	- -	316 10 10	316 10 10
1,750 0 0	4 & 4½	- -	- - -	- - -	1,750 0 0	- -	- -	- -	62 18 10	62 18 10
0,776 13 3	4½ & 5	- -	81,180 5 7	- - -	91,956 18 10	- -	- -	- -	464 8 0	464 8 0
5,873 2 11	5	- -	7,767 5 4	- - -	13,640 8 3	- -	- -	- -	81 6 2	81 6 2
1,300 0 0	5	- -	1,265 0 0	2 15 10	2,567 15 10	—	—	—	—	—
3,208 19 2	4 & 5	- -	14,141 18 9	- - -	27,350 17 11	- -	- -	- -	116 1 11	116 1 11
6,391 8 10	5	- -	3,733 9 5	- - -	10,124 18 3	43 0 0	- -	48 4 8	505 0 9	596 5 5
210,393 12 1	- -	542 0 0	265,248 1 11	1,554 3 1	477,737 17 1	50 10 0	- -	761 12 9	8,694 17 2	9,506 19 11
12,000 0 0	4½	- -	- - -	- - -	12,000 0 0	- -	- -	- -	39 3 10	39 3 10
51,883 4 9	5	- -	- - -	- - -	51,883 4 9	- -	- -	- -	198 12 0	198 12 0
26,835 0 0	4 & 5	744 13 2	19,560 0 0	534 16 6	47,674 9 8	- -	- -	4 0 0	- - -	4 0 0
12,180 0 0	4 & 5	113 0 0	2,215 6 8	194 4 7	14,702 11 3	- -	- -	10 0 0	- - -	10 0 0
4,670 0 0	4 & 5	420 0 0	3,042 18 7	488 3 4	8,621 1 11	—	—	—	—	—
107,568 4 9	- -	1,277 13 2	24,818 5 3	1,217 4 5	134,881 7 7	- -	- -	14 0 0	237 15 10	251 15 10
25 2 6	5	- -	- - -	- - -	25 2 6	- -	- -	- -	2,035 0 10	2 035 0 10
- - -	- -	- -	- - -	45 11 7	45 11 7	—	—	—	—	—
- - -	- -	- -	- - -	- - -	- - -	- -	- -	- -	1,053 10 4	1,053 10 4
19,264 18 8	4½	- -	232 1 9	681 8 3	20,178 8 8	—	—	—	—	—
- - -	- -	- -	- - -	- - -	- - -	- -	- -	- -	20 0 5	20 0 5
- - -	- -	- -	- - -	- - -	- - -	- -	- -	- -	1,319 17 10	1,319 17 10
3,000 0 0	5	- -	6,600 0 0	13 17 6	9,613 17 6	—	—	—	—	—
2,550 0 0	5	- -	2,167 10 0	- - -	4,717 10 0	- -	- -	- -	126 14 7	126 14 7
- - -	- -	- -	- - -	- - -	- - -	- -	- -	- -	262 13 1	262 13 1
5,000 0 0	5	- -	18,132 5 10	- - -	23,132 5 10	71 7 6	- -	- -	448 1 7	529 16 6
- - -	- -	- -	- - -	- - -	- - -	- -	- -	10 7 5	11 11 4	11 11 4
29,840 1 2	- -	- -	27,131 17 7	740 17 4	57,712 16 1	71 7 6	- -	10 7 5	5,277 10 0	5,359 4 11
3,626 10 8	*c* - -	- -	- - -	- - -	3,626 10 8	- -	- -	- -	158 8 4	158 8 4
- - -	- -	- -	- - -	- - -	- - -	- -	- -	- -	428 7 5	428 7 5
d 8,850 0 0	- -	- -	10,407 0 0	436 10 2	19,693 10 2	—	—	—	—	—
22,487 10 0	4 & 5	- -	- - -	- - -	22,487 10 0	- -	- -	- -	108 7 6	108 7 6
12,937 0 4	- -	- -	- - -	- - -	12,937 0 4	- -	- -	- -	8 12 9	8 12 9
6,565 0 0	- -	- -	- - -	- - -	6,565 0 0	- -	- -	30 0 0	17 12 6	47 12 6
11,078 14 9	- -	- -	- - -	145 8 4	11,224 3 1	—	—	—	—	—
- - -	- -	- -	- - -	- - -	- - -	- -	- -	- -	119 1 2	119 1 2
- - -	- -	- -	- - -	- - -	- - -	- -	- -	- -	140 11 7	140 11 7
65,544 15 9	- -	- -	10,407 0 0	581 18 6	76,533 14 3	- -	- -	30 0 0	981 1 3	1,011 1 3

a Including 2,003*l.* 15*s.* 4*d.* postponed debt. *b* Including 4,405*l* postponed debt. *c* Uncertain, interest varying according to income.
d Interest paid on 3,450*l.*

LONDON:
Printed by GEORGE E. EYRE and WILLIAM SPOTTISWOODE,
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For Her Majesty's Stationery Office.

TURNPIKE ROADS (COUNTIES, SCOTLAND).

RETURN to an Address of the Honourable The House of Commons, dated 1 June 1876;—*for*,

"RETURN from the TURNPIKE ROAD TRUSTS of the Counties of *Renfrew* and *Lanark*, and of the other Counties in *Scotland* in which the ROADS are Maintained by TOLLS under TURNPIKE TRUSTS, of the Annual REVENUE and EXPENDITURE of the several TRUSTS for the Five Years ending the 31st day of May 1875, showing—

1. The Annual Income of each Trust;
2. The Expenditure on Maintenance;
3. The Salaries (separately) of the various Officials;
4. The Rate and Amount of Interest paid on Debt; and
5. The Amount and Details of any Expenditure of the Funds of the Trusts other than the above."

Crown Office, Edinburgh, 6 July 1876.

JAS. AULDJO JAMIESON, Crown Agent.

Note.—It will be observed that the Order of the House calls for a Return applicable to the five years ending 31st May 1875, but as by the Act 12 & 13 Vict. c. 31, Turnpike Trust Accounts are made up and rendered to Whitsun-Day (15th May) of each year, this Return is similarly made up on the footing of giving the Accounts for five years ending 15th May 1875.

The entries under "Income" include revenue from tolls, fines, incidental receipts, and, in a few instances, capital sums borrowed on the security of the tolls during some of the years embraced in the Return. These cases, where money has been borrowed and included as part of the income, have been noted in the Return.

Under "Maintenance" are included charges for manual labour, carriage of materials, materials for surface repairs, damage done in obtaining materials, tradesmen's bills, watering roads, and incidental expenses.

(*Mr. James Barclay.*)

Ordered, by The House of Commons, *to be Printed*, 10 *July* 1876.

RETURN from the TURNPIKE ROAD TRUSTS of the Counties of *Renfrew* and *Lanark*, and of the other Counties in *Scotland* in which the ROADS are Maintained by TOLLS under TURNPIKE TRUSTS, of the Annual REVENUE and EXPENDITURE of the several TRUSTS for the Five Years ending the 31st day of May 1875.

COUNTY AND NAME OF TRUST.	Year ending Whitsun-Day	INCOME.	EXPENDITURE.								* Details of Amounts under Head "Other Expenditure."
			MAINTENANCE.	SALARIES.			INTEREST PAID ON DEBT.		OTHER EXPENDITURE.*	TOTAL EXPENDITURE.	
				Treasurer.	Clerk.	Surveyor.	Rate.	Amount.			
AYR:		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	Per cent.	£. s. d.	£. s. d.	£. s. d.	
Ayr	1871	3,491 8 11	2,548 10 8	75 – –	83 2 3	175 – –	5	32 8 1	942 5 1	3,856 6 1	Improvements, 942 *l.* 5 *s.* 1 *d.*
	1872	3,328 8 9	2,289 5 6	75 – –	74 18 1	173 12 6	5	2 1 10	1,090 1 –	3,704 18 11	Improvements, 1,090 *l.* 1 *s.*
	1873	3,665 2 2	2,748 6 6	75 – –	74 18 1	175 – –	–	– – –	94 5 8	3,167 10 3	Improvements, 94 *l.* 5 *s.* 8 *d.*
	1874	3,566 5 –	3,045 13 –	75 – –	74 18 1	175 – –	–	– – –	627 8 10	3,997 19 11	Improvements, 627 *l.* 8 *s.* 10 *d.*
	1875	3,746 14 4	2,807 19 1	75 12 3	74 18 1	175 – –	–	– – –	936 7 9	4,069 17 2	Improvements, 936 *l.* 7 *s.* 9 *d.*
Beith District:											
Clerksbridge and Marchbridge Road.	1871	1,148 12 10	619 7 4	22 15 4	38 10 11	43 9 1	–	– – –	106 1 1	830 3 9	Law charges, 3 *l.* 6 *s.* 8 *d.*; improvements, 102 *l.* 14 *s.* 5 *d.*
	1872	1,131 17 7	597 8 10	21 16 –	36 19 4	54 – 6	–	– – –	277 12 9	987 17 5	Law charges, 16 *l.* 11 *s.* 7 *d.*; improvements, 261 *l.* 1 *s.* 2 *d.*
	1873	1,193 6 3	763 18 1	24 3 7	41 2 9	54 10 5	–	– – –	114 4 6	997 19 4	Law charges, 9 *l.* 15 *s.* 6 *d.*; improvements, 104 *l.* 9 *s.*
	1874	1,038 14 2	755 8 3	20 6 4	34 18 11	54 17 6	–	– – –	85 7 5	950 18 5	Law charges, 16 *l.* 12 *s.* 11 *d.*; improvements, 68 *l.* 14 *s.* 6 *d.*
	1875	905 1 –	838 14 4	17 16 –	31 1 –	64 7 5	–	– – –	536 3 3	1,488 2 –	Law charges, 16 *l.* 3 *s.* 3 *d.*; improvements, 520 *l.*
Kersebridge Road	1871	381 4 –	300 17 1	7 – 9	11 18 10	13 9 1	4	17 4 –	– –	350 9 9	
	1872	334 – –	222 9 4	6 13 7	11 6 4	16 11 2	4	17 4 –	– –	274 4 5	
	1873	375 14 4	205 17 9	7 10 –	12 14 10	16 18 4	4	17 4 –	12 15 2	273 – 1	Law charges, 14 *s.* 9 *d.*; improvements, 12 *l.* – *s.* 5 *d.*
	1874	303 9 2	268 13 10	5 19 9	10 10 7	16 4 1	4	17 12 –	20 18 1	339 18 4	Law charges, 18 *s.* 1 *d.*; improvements, 20 *l.*
	1875	318 2 7	211 – 6	6 3 3	10 18 5	22 5 6	–	– – –	– –	250 7 8	
Oldhall Bridge Road	1871	81 5 4	39 9 10	1 12 6	2 14 6	3 1 10	–	– – –	– –	46 18 8	
	1872	90 1 7	53 2 3	1 15 6	2 19 8	4 8 4	–	– – –	– –	62 5 9	
	1873	80 3 7	44 15 11	1 11 7	2 14 –	3 11 3	–	– – –	17 13 8	70 6 5	Law charges, 3 *l.* 1 *s.* 9 *d.*; improvements, 14 *l.* 11 *s.* 11 *d.*
	1874	73 6 8	71 4 8	1 8 5	2 9 8	3 18 5	–	– – –	– –	79 1 2	
	1875	48 13 4	59 4 1	– 18 8	1 13 9	3 7 1	–	– – –	1 15 1	66 18 8	Law charges, 1 *l.* 15 *s.* 1 *d.*
Girvan	1871	2,893 4 7	2,468 17 11	22 1 –	10 – –	70 – –	4 and 5	177 10 2	16 12 6	2,765 1 7	Improvements, 16 *l.* 12 *s.* 6 *d.*
	1872	1,169 4 9	748 8 11	25 – 9	10 – –	70 – –	4 and 5	211 18 –	53 7 4	1,118 15 –	Improvements, 3 *l.* 7 *s.* 4 *d.*; debts paid, 50 *l.*
	1873	1,402 10 3	1,003 – 5	32 – 5	10 – –	70 – –	4 and 5	170 9 11	181 18 4	1,467 9 1	Improvements, 61 *l.* 18 *s.* 4 *d.*; debts paid, 120 *l.*
	1874	1,445 9 8	1,126 8 5	32 – –	10 – –	70 – –	4 and 5	172 – 3	87 – 7	1,497 9 3	Improvements, 7 *l.* – *s.* 7 *d.*; debts paid, 80 *l.*
	1875	1,340 – 3	1,223 15 9	30 4 –	10 – –	70 – –	4 and 5	170 16 2	8 15 –	1,513 10 11	Improvements, 8 *l.* 15 *s.*
Irvine Bridge	1871	11 15 9	3 7 4	– –	– –	– –	–	– –	– –	3 7 4	
	1872	16 4 3	3 16 10	– –	– –	– –	–	– –	– –	3 16 10	
	1873	11 16 1	28 8 –	– –	– –	– –	–	– –	– –	28 8 –	
	1874	56 18 –	6 8 4	– –	– –	– –	–	– –	45 1 –	51 9 4	Improvements, 45 *l.* 1 *s.*
	1875	11 18 –	31 16 8	– –	– –	– –	–	– –	– –	31 16 8	
Irvine District:											
Fergushill Road	1871	75 – –	66 18 1	1 17 6	2 1 5	2 14 4	–	– – –	– –	73 11 4	
	1872	75 – –	67 19 8	1 17 6	2 1 7	3 4 5	–	– – –	– –	75 3 2	
	1873	113 3 11	69 15 11	5 13 2	– 7 11	6 3 6	–	– – –	1 10 –	83 10 6	Improvements, 1 *l.* 10 *s.*
	1874	100 3 5	78 3 –	5 – 2	– 6 8	5 3 –	–	– – –	– –	88 12 10	
	1875	100 3 4	75 3 1	5 – 2	– 7 3	5 3 –	–	– – –	– –	85 13 6	

	1872	51 7 3	35 17 2	1 5 8	1 8 6	2 4 2	–	– – –	– –	40 15 6		
	1873	43 16 10	47 10 1	2 3 10	– 3 1	2 7 10	–	– – –	– –	52 4 10		
	1874	43 14 11	38 5 6	2 3 9	– 2 11	2 5 –	–	– – –	– –	37 17 2		
	1875	53 5 4	34 5 4	2 13 3	– 2 2	2 5 –	–	– – –	– –	39 6 9		
Kelly Bridge Road –	1871	1,504 17 –	984 10 7	36 13 2	40 9 9	53 1 –	–	– – –	– –	1,114 14 6		
	1872	1,571 16 6	999 5 –	39 5 11	43 12 1	67 10 6	–	– – –	– –	1,149 13 6		
	1873	1,083 17 9	869 – 11	54 8 10	3 16 4	59 7 10	–	– – –	– –	986 13 11		
	1874	1,307 15 5	1,266 18 8	65 7 9	4 6 11	67 5 8	–	– – –	5 – –	1,408 19 –	Improvements, 5 *l.*	
	1875	1,412 3 11	1,244 5 9	69 3 8	4 15 1	67 5 8	–	– – –	– –	1,385 10 2		
Stewarton Road – –	1871	435 6 8	223 – 4	9 12 5	10 12 7	13 18 6	–	– – –	138 14 9	395 18 7	Improvements, 138 *l.* 14 *s.* 9 *d.*	
	1872	352 18 3	314 8 10	8 16 5	9 15 11	15 3 3	–	– – –	115 4 8	463 9 1	Improvements, 115 *l.* 4 *s.* 8 *d.*	
	1873	359 7 8	368 2 8	17 19 4	1 5 2	19 12 1	–	– – –	100 – –	506 19 3	Improvements, 100 *l.*	
	1874	278 15 9	324 5 5	13 18 9	– 18 7	14 6 10	–	– – –	397 8 11	750 18 6	Improvements, 397 *l.* 8 *s.* 11 *d.*	
	1875	513 – 9	323 1 5	13 11 –	1 – 3	14 6 10	–	– – –	– –	351 19 6		
Kilmarnock – – –	1871	3,762 1 7	2,142 18 –	75 – –	54 5 4	250 – –	5	105 14 4	1,259 2 9	3,887 – 5	Improvements, 1,259 *l.* 2 *s.* 9 *d.*	
	1872	4,377 19 2	2,590 6 11	75 – –	54 5 4	250 – –	5	104 16 10	1,843 14 3	4,918 3 4	Improvements, 1,643 *l.* 14 *s.* 3 *d.*; debts paid, 200 *l.*	
	1873	4,094 9 10	2,675 1 9	75 – –	54 5 4	250 – –	5	92 3 9	1,005 12 2	4,152 3 –	Improvements, 855 *l.* 12 *s.* 2 *d.*; debts paid, 150 *l.*	
	1874	3,673 1 9	2,980 1 2	75 – –	54 5 4	250 – –	5	81 9 6	1,095 15 4	4,536 11 4	Improvements, 1,095 *l.* 15 *s.* 4 *d.*	
	1875	4,381 1 7	3,271 9 –	75 – –	54 5 4	250 – –	–	– –	276 1 –	3,926 15 4	Improvements, 276 *l.* 1 *s.*	
Largs District :												
Dykehead Road – –	1871	152 4 4	65 9 3	3 – 7	4 17 7	8 2 6	–	– – –	– –	81 9 11		
	1872	106 14 11	99 2 1	2 1 11	3 7 10	10 2 6	–	– – –	– –	114 14 4		
	1873	126 1 3	109 6 11	2 9 7	4 1 5	10 2 6	–	– – –	– –	126 – 5		
	1874	97 5 7	82 4 7	1 17 7	3 2 6	10 2 6	–	– – –	33 4 –	130 11 2	Improvements, 33 *l.* 4 *s.*	
	1875	93 6 8	96 7 1	1 16 6	3 1 2	12 2 6	–	– – –	– –	113 7 3		
Howrat Road – –	1871	151 8 1	109 6 5	3 – 1	4 17 –	12 5 –	–	– – –	– –	129 8 6		
	1872	181 7 4	141 19 8	3 11 5	5 15 2	15 5 –	–	– – –	45 2 10	211 14 1	Improvements, 45 *l.* 2 *s.* 10 *d.*	
	1873	136 13 4	117 10 4	2 15 –	4 10 1	15 5 –	–	– – –	– –	140 – 5		
	1874	171 14 9	125 5 6	3 7 8	5 13 –	15 5 –	–	– – –	– –	149 11 2		
	1875	125 19 –	142 12 10	2 9 3	4 3 1	18 5 –	–	– – –	– –	167 10 2		
Lochlibo District :												
Lochlibo Road – –	1871	185 8 3	116 7 11	4 12 9	5 12 –	6 14 2	–	– – –	– –	133 6 10		
	1872	200 5 1	96 3 8	5 – 1	5 19 1	8 12 1	–	– – –	– –	115 14 11		
	1873	172 10 2	102 7 6	8 12 6	– 19 10	9 8 2	–	– – –	– –	121 8 –		
	1874	146 17 6	132 4 5	7 6 10	– 18 –	7 11 2	–	– – –	200 – –	348 – 5	Debts paid, 200 *l.*	
	1875	170 12 3	93 16 7	8 10 7	– 19 10	7 11 2	–	– – –	– –	110 18 2		
Monkridden Road –	1871	44 4 2	23 17 3	1 2 1	1 6 9	1 12 –	–	– – –	– –	27 18 1		
	1872	76 7 2	37 18 6	1 18 2	2 5 5	3 5 7	–	– – –	– –	45 7 8		
	1873	55 11 8	67 11 5	2 15 6	– 6 4	3 – 7	–	– – –	– –	73 13 10		
	1874	66 8 6	38 5 4	3 6 5	– 8 3	3 8 4	–	– – –	– –	45 8 4		
	1875	51 12 –	53 6 7	2 11 7	– 9 2	3 8 4	–	– – –	– –	59 15 8		
Mauchline – – – –	1871	1,981 6 1	1,474 6 2	55 – –	34 14 2	66 13 4	–	– – –	635 8 9	2,266 2 5	Improvements, 635 *l.* 8 *s.* 9 *d.*	
	1872	3,013 18 9	1,402 16 4	55 – –	34 14 2	72 16 8	5	100 1 1	1,213 4 8	2,878 12 11	Improvements, 1,213 *l.* 4 *s.* 8 *d.*	
	1873	1,966 18 10	1,295 17 9	55 – –	34 14 2	66 13 4	5	100 – –	100 – 8	1,652 5 11	Improvements, 100 *l.* – *s.* 8 *d.*	
	1874	1,872 12 8	1,674 9 9	55 – –	34 14 2	66 13 4	5	175 – –	34 19 8	2,040 16 11	Improvements, 34 *l.* 19 *s.* 8 *d.*	
	1875	1,851 10 6	1,499 7 1	55 – –	21 11 8	66 13 4	–	– –	48 15 8	1,691 7 9	Improvements, 48 *l.* 15 *s.* 8 *d.*	
Maybole – – – –	1871	2,140 12 4	1,687 16 6	55 – –	30 – –	110 – –	5	72 12 7	156 4 5	2,111 13 6	Improvements, 126 *l.* 4 *s.* 5 *d.*; debt paid, 30 *l.*	
	1872	2,428 1 9	1,852 12 3	55 – –	30 – –	120 – –	5	72 13 4	207 6 5	2,337 12 –	Improvements, 1 *l.* 3 *s.* 3 *d.*; debt paid, 206 *l.* 3 *s.* 2 *l.*	
	1873	2,461 14 7	1,861 – 5	55 – –	30 – –	120 – –	–	64 12 10	291 15 –	2,422 8 3	Improvements, 261 *l.* 15 *s.*; debt paid, 30 *l.*	
	1874	3,281 9 7	1,950 19 –	55 – –	30 – –	120 – –	–	69 11 6	1,788 – 6	4,013 11 –	Improvements, 1,728 *l.* – *s.* 6 *d.*; debt paid, 60 *l.*	
	1875	2,496 2 10	2,002 8 7	55 – –	30 – –	120 – –	5	67 18 2	382 17 10	2,658 4 7	Improvements, 352 *l.* 17 *s.* 10 *d.*; debt paid, 30 *l.*	

RETURN from the Turnpike Road Trusts of Counties in *Scotland* in which the Roads are maintained by Tolls under Turnpike Trusts, &c.—*continued.*

COUNTY AND NAME OF TRUST.	Year ending Whitsun-Day.	INCOME.	EXPENDITURE.								* Details of Amounts under Head "Other Expenditure."
			MAINTENANCE.	SALARIES.			INTEREST PAID ON DEBT.		OTHER EXPENDITURE.*	TOTAL EXPENDITURE.	
				Treasurer.	Clerk.	Surveyor.	Rate.	Amount.			
AYR—*continued.*		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	Per cent.	£. s. d.	£. s. d.	£. s. d.	
Stewarton	1871	208 – –	209 6 –	– –	– –	35 – –	5	– –	– –	244 6 –	
	1872	219 5 8	239 6 1	– –	35 – –	– –	5	– –	– –	274 6 1	
	1873	208 15 –	198 5 10	– –	– –	35 – –	–	– –	– –	233 5 10	
	1874	225 – 10	201 16 1	– –	– –	35 – –	–	– –	– –	236 16 1	
	1875	175 9 –	185 2 3	– –	35 – –	– –	5	– –	– –	220 2 3	
BANFF:											
Boat of Bridge	1871	43 6 4	6 14 9	– –	3 3 –	5 – –	–	– –	– –	14 17 9	
	1872	52 – 6	13 17 8	– –	20 16 5	5 – –	–	– –	– –	39 14 1	
	1873	42 14 9	12 2 3	– –	11 17 5	5 – –	–	– –	– –	28 19 8	
	1874	44 7 4	16 8 1	– –	3 3 –	5 – –	–	– –	– –	24 11 1	
	1875	28 – 2	10 15 11	3 6 9	17 7 11	5 – –	–	– –	– –	36 10 7	
BERWICK:											
Berwickshire, Eastern District.	1871	539 18 6	216 5 2	– –	20 – –	20 – –	(a)	255 12 9	– –	511 17 11	
	1872	474 15 –	234 6 1	– –	20 – –	20 – –	(a)	254 3 2	– –	528 9 3	
	1873	506 – 10	214 14 6	20 – –	– –	20 – –	(a)	255 16 10	– –	510 11 4	
	1874	554 15 4	186 5 10	– –	20 – –	20 – –	(a)	254 3 2	– –	480 9 –	
	1875	586 2 7	240 19 1	– –	20 – –	20 – –	(a)	254 3 2	– –	535 2 3	
Coldstream Bridge	1871	389 – 5	377 17 10	– –	10 – –	15 – –	–	– –	– –	402 17 10	
	1872	407 1 10	363 – 10	– –	10 – –	15 – –	–	– –	– –	388 – 10	
	1873	377 8 11	381 1 5	– –	10 – –	15 – –	–	– –	– –	406 1 5	
	1873	366 14 8	361 5 6	– –	10 – –	15 – –	–	– –	– –	386 5 6	
	1875	427 16 9	333 9 6	– –	10 – –	15 – –	–	– –	– –	358 9 6	
Cornhill District	1871	620 12 6	388 2 9	– –	35 – –	31 17 6	3½	94 9 –	– –	549 9 3	
	1872	470 9 8	478 16 5	– –	35 – –	31 17 6	3½	91 19 7	120 – –	757 13 6	Debt paid, 120 *l.*
	1873	491 – 7	449 12 11	– –	35 – –	31 17 6	3½	109 12 –	120 – –	746 2 5	Debt paid, 120 *l.*
	1874	582 14 10	446 15 9	– –	35 – –	31 17 6	3½	98 11 5	– –	612 4 8	
	1875	521 19 3	442 7 11	– –	35 – –	31 17 6	3½	62 15 1	120 – –	692 – 6	Debt paid, 120 *l.*
Deanburn District	1871	919 2 9	392 1 9	– –	25 – –	25 – –	(b) 3½	295 14 4	200 – –	937 16 1	Debt paid, 200 *l.*
	1872	923 2 1	403 19 10	– –	25 – –	25 – –	(b) 3½	246 5 4	200 – –	900 5 2	Debt paid, 200 *l.*
	1873	857 13 3	382 6 10	– –	25 – –	25 – –	(b) 3½	96 3 4	200 – –	728 10 2	Debt paid, 200 *l.*
	1874	730 1 5	367 10 –	– –	25 – –	25 – –	3½ to 5	86 19 2	200 – –	704 9 2	Debt paid, 200 *l.*
	1875	707 4 2	474 4 9	– –	25 – –	25 – –	–	– –	200 – –	724 4 9	Debt paid, 200 *l.*
Dunse and Westruther	1871	70 2 2	26 12 5	– –	5 5 –	3 – –	–	– –	– –	34 17 5	
	1872	37 6 4	28 12 4	– –	5 5 –	3 – –	–	– –	– –	36 17 4	
	1873	38 17 2	34 5 2	– –	5 5 –	3 – –	–	– –	– –	42 10 2	
	1874	40 7 6	22 6 6	– –	5 5 –	3 – –	–	– –	– –	30 11 6	
	1875	52 1 5	18 10 7	– –	5 5 –	3 – –	–	– –	– –	26 15 7	
Ladykirk and Norham Bridge	1871	264 5 7	55 2 8	– –	6 6 –	5 – –	–	– –	88 2 3	154 10 11	Law charges, 88 *l.* 2 *s.* 3 *d.*
	1872	284 6 6	98 5 4	– –	6 6 –	5 – –	–	– –	– –	109 11 4	
	1873	228 1 3	52 11 11	– –	6 6 –	5 – –	–	– –	– –	63 17 11	
	1874	267 7 11	49 19 6	– –	6 6 –	5 – –	–	– –	– –	61 5 6	
	1875	273 6 8	85 14 7	– –	6 6 –	5 – –	–	– –	– –	97 – 7	

Mertoun Bridge	1871	(c) 206 5 5	22 15 6	- - -	5 5 -	2 - -	4½	156 17 5	13 2 8	200 - 7	Law charges, 13 *l.* 2 *s.* 8 *d.*
	1872	(d) 208 7 2	26 13 7	- - -	5 5 -	2 - -	4½	156 7 7	19 7 8	209 13 10	Law charges, 19 *l.* 7 *s.* 8 *d.*
	1873	(e) 248 7 7	184 7 -	6 2 10	- - -	2 - -	4½	121 8 -	12 11 5	326 9 3	Law charges, 12 *l.* 11 *s.* 5 *d.*
	1874	188 18 9	36 6 5	- - -	5 5 -	2 - -	-	- - -	2 8 -	45 19 5	Law charges, 2 *l.* 8 *s.*
	1875	245 10 9	22 4 2	- - -	5 5 -	2 - -	4½ and 5	150 12 4	3 16 -	183 17 6	Law charges, 3 *l.* 16 *s.*
Middle District and Upsettlington Branch.	1871	1,506 12 9	1,255 1 5	- - -	60 - -	120 - -	-	- - -	44 18 2	1,479 19 7	Improvements, 44 *l.* 18 *s.* 2 *d.*
	1872	1,714 3 10	1,258 12 1	- - -	60 - -	120 - -	-	- - -	244 4 6	1,682 16 7	Improvements, 244 *l.* 4 *s.* 6 *d.*
	1873	1,657 19 2	1,152 18 9	- - -	60 - -	120 - -	-	- - -	61 14 6	1,394 13 3	Improvements, 61 *l.* 14 *s.* 6 *d.*
	1874	1,577 5 11	1,640 9 7	- - -	60 - -	120 - -	-	- - -	270 7 -	2,090 16 7	Improvements, 270 *l.* 7 *s.*
	1875	1,588 12 4	1,290 18 8	- - -	60 - -	120 - -	-	- - -	65 6 1	1,536 4 9	Improvements, 65 *l.* 6 *s.* 1 *d.*
Whiteburn and Kelso	1871	186 5 3	151 14 2	- - -	8 8 -	15 - -	-	- - -	- - -	175 2 2	
	1872	184 11 8	198 3 7	- - -	8 8 -	15 - -	-	- - -	- - -	221 11 7	
	1873	158 8 9	159 5 6	- - -	8 8 -	15 - -	-	- - -	- - -	182 13 6	
	1874	191 7 9	172 9 11	- - -	8 8 -	15 - -	-	- - -	- - -	195 17 11	
	1875	170 2 2	125 1 1	- - -	8 8 -	15 - -	-	- - -	- - -	148 9 1	
CLACKMANNAN:											
Clackmannanshire	1871	1,463 - -	553 8 4	- - -	30 - -	79 2 -	(f) 4	546 - 2	214 9 5	1,422 19 11	Improvements, 4 *l.* 9 *s.* 5 *d.*; debt paid, 210 *l.*
	1872	1,451 - -	576 9 6	- - -	30 - -	79 2 -	(g) 4	533 12 10	265 13 -	1,484 17 4	Improvements, 15 *l.* 13 *s.*; debts paid, 250 *l.*
	1873	1,483 - -	725 2 6	- - -	30 - -	79 2 -	(h) 4	547 19 4	101 14 7	1,483 18 5	Improvements, 51 *l.* 14 *s.* 7 *d.*; debts paid, 50 *l.*
	1874	1,389 - -	658 1 8	- - -	30 - -	79 2 -	4	566 14 2	89 9 6	1,423 7 4	Improvements, 9 *l.* 9 *s.* 6 *d.*; debts paid, 80 *l.*
	1875	1,503 12 4	682 2 10	- - -	30 - -	79 2 -	4 and 4½	533 5 1	53 13 3	1,378 3 2	Law charges, 53 *l.* 13 *s.* 3 *d.*
Kinross and Alloa	1871	295 - -	226 4 -	- - -	10 - -	22 - -	-	- - -	3 2 5	261 6 5	Improvements, 3 *l.* 2 *s.* 5 *d.*
	1872	253 - -	236 12 5	- - -	10 - -	22 - -	-	- - -	5 9 -	274 1 5	Improvements, 5 *l.* 9 *s.*
	1873	237 10 -	242 16 -	- - -	10 - -	22 - -	-	- - -	14 - 10	288 16 10	Improvements, 14 *l.* - *s.* 10 *d.*
	1874	221 - -	233 6 9	- - -	10 - -	22 - -	-	- - -	2 1 2	267 7 11	Improvements, 2 *l.* 1 *s.* 2 *d.*
	1875	223 - -	226 16 -	- - -	10 - -	22 - -	-	- - -	- - -	258 16 -	
Ochil	1871	1,745 6 7	805 11 9	- - -	30 - -	79 2 -	(i) 3½	800 - -	22 3 4	1,786 17 1	Improvements, 22 *l.* 3 *s.* 4 *d.*
	1872	1,723 18 3	734 14 2	- - -	30 - -	79 2 -	(i) 3¼	740 - -	41 14 9	1,625 10 11	Improvements, 41 *l.* 14 *s.* 9 *d.*
	1873	1,702 7 5	877 2 10	- - -	30 - -	79 2 -	(i) 3¼	740 - -	56 18 7	1,783 3 5	Improvements, 56 *l.* 18 *s.* 7 *d.*
	1874	1,643 8 3	857 16 3	- - -	30 - -	79 2 -	(i) 3	680 - -	26 9 10	1,673 8 1	Improvements, 26 *l.* 9 *s.* 10 *d.*
	1875	1,732 15 -	894 6 3	- - -	30 - -	79 2 -	3⅛	700 - -	- - -	1,703 8 3	
DUMBARTON:											
Cumbernauld	1871	1,525 10 3	995 4 7	- - -	50 - -	30 - -	(j) 5	480 16 10	- - -	1,556 1 5	
	1872	1,579 3 -	1,014 2 3	- - -	50 - -	30 - -	(j) 5	450 5 -	- - -	1,544 7 3	
	1873	1,350 7 6	947 14 5	- - -	50 - -	45 - -	(j) 5	470 1 8	- - -	1,512 16 1	
	1874	1,266 1 9	789 4 11	- - -	50 - -	45 - -	(j) 5	320 18 9	- - -	1,205 3 8	
	1875	1,312 16 2	923 9 8	- - -	50 - -	45 - -	(j) 5	376 16 7	- - -	1,395 6 3	
Gareloch	1871	657 7 11	368 12 8	- - -	15 - -	- - -	-	3 17 -	200 - -	587 9 8	Debt paid, 200 *l.*
	1872	598 15 2	655 8 6	- - -	15 - -	- - -	-	- - -	- - -	670 8 6	
	1873	676 5 3	479 13 5	- - -	15 - -	- - -	-	- - -	- - -	494 13 5	
	1874	619 19 11	575 14 11	- - -	15 - -	- - -	-	- - -	- - -	590 14 11	
	1875	680 3 4	677 6 6	- - -	15 - -	- - -	-	- - -	- - -	692 6 6	
Helensburgh	1871	216 17 3	146 7 -	10 - -	5 - -	10 - -	-	- - -	7 - 5	178 7 5	Law charges, 7 *l.* - *s.* 5 *d.*
	1872	242 3 2	266 9 4	10 - -	5 - -	10 - -	-	- - -	23 4 1	314 13 5	Law charges, 23 *l.* 4 *s.* 1 *d.*
	1873	271 6 1	297 17 9	10 - -	5 - -	10 - -	-	- - -	- 1 10	322 19 7	Law charges, 1 *s.* 10 *d.*
	1874	257 7 7	255 10 8	10 - -	5 - -	10 - -	-	- - -	11 15 9	292 6 5	Law charges, 11 *l.* 15 *s.* 9 *d.*
	1875	260 1 5	222 3 6	10 - -	5 - -	8 - -	-	- - -	2 3 4	247 6 10	Law charges, 2 *l.* 3 *s.* 4 *d.*
Kilmarnock	1871	651 7 3	350 14 1	10 - -	5 - -	33 - -	(k) 5	392 3 1	4 9 -	795 6 2	Law charges, 4 *l.* 9 *s.*
	1872	638 1 3	346 19 -	10 - -	- - -	38 - -	(k) 5	155 13 2	- 15 3	551 7 5	Law charges, 15 *s.* 3 *d.*
	1873	657 8 8	505 5 6	10 - -	- - -	38 - -	-	- - -	4 8 10	557 14 4	Law charges, 4 *l.* 8 *s.* 10 *d.*
	1874	531 5 6	501 18 5	10 - -	- - -	38 - -	-	- - -	6 6 7	556 5 -	Law charges, 6 *l.* 6 *s.* 7 *d.*
	1875	572 10 6	472 9 -	10 - -	- - -	30 - -	-	- - -	4 12 9	517 1 9	Law charges, 4 *l.* 12 *s.* 9 *d.*

(*a*) Debt, 17,888 *l.* 10 *s.* Interest payable on 8,473 *l.* 10 *s.*; rates vary.
(*b*) Debt, 12,577 *l.* Interest varies on 9,580 *l.*
(*c*) Including 31 *l.* 16 *s.* 8 *d.* borrowed on security of the tolls.
(*d*) 50 *l.* 15 *s.* 1 *d.* borrowed on security of the tolls.
(*e*) 58 *l.* 14 *s.* 8 *d.* borrowed on security of the tolls.
(*f*) Debt, 18,540 *l.*; no interest paid on 4,400 *l.* postponed debt.
(*g*) Debt, 18,290 *l.*; no interest paid on 4,400 *l.* postponed debt.
(*h*) Debt, 18,240 *l.*; no interest paid on 4,400 *l.* postponed debt.
(*i*) No interest paid on 11,333 *l.* 6 *s.* 8 *d.* postponed debt (bonded debt, 34,160 *l.*).
(*j*) Debt, 31,748 *l.*, 3 *s.* 8 *d.*, of which 2,150 *l.* bears no interest.
(*k*) Debt, 13,112 *l.* 15 *s.* 3 *d.*; interest on 9,922 *l.* 10 *s.* 8 *d.* postponed debt due from 1848.

RETURN from the Turnpike Road Trusts of Counties in *Scotland*, in which the Roads are maintained by Tolls under Turnpike Trusts, &c.—*continued*.

COUNTY AND NAME OF TRUST.	Year ending Whitsun-Day	INCOME.	EXPENDITURE.								* Details of Amounts under Head "Other Expenditure."
			MAINTENANCE.	SALARIES.			INTEREST PAID ON DEBT.		OTHER EXPENDITURE.*	TOTAL EXPENDITURE.	
				Treasurer.	Clerk.	Surveyor.	Rate.	Amount.			
DUMBARTON—*continued*.		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	*Per cent.*	£. s. d.	£. s. d.	£. s. d.	
Kirkintilloch and Cumbernauld.	1871	406 15 10	202 10 11	- -	20 - -	20 - -	4½ and 5	196 13 6	- -	439 4 5	
	1872	402 11 7	225 11 1	- -	20 - -	20 - -	4½ and 5	112 2 8	- -	377 13 9	
	1873	407 - 3	265 10 1	- -	20 - -	20 - -	4½ and 5	127 16 8	- -	433 6 9	
	1874	308 16 8	317 8 10	- -	20 - -	- - -	4½ and 5	118 10 1	- -	455 18 11	
	1875	498 5 3	382 15 5	- -	20 - -	- - -	-	- - -	- -	402 15 5	
Lawmuir - - - -	1871	168 9 9	120 16 1	- -	10 - -	10 - -	-	- - -	1 3 3	141 19 4	Law charges, 1 *l.* 3 *s.* 3 *d.*
	1872	129 16 4	93 2 9	- -	10 - -	10 - -	-	- - -	1 19 9	115 2 6	Law charges, 1 *l.* 19 *s.* 9 *d.*
	1873	133 11 6	119 - -	- -	10 - -	10 - -	-	- - -	1 11 -	140 11 -	Law charges, 1 *l.* 11 *s.*
	1874	134 9 9	126 18 1	10 - -	- - -	10 - -	-	- - -	2 10 3	149 8 4	Law charges, 2 *l.* 10 *s.* 3 *d.*
	1875	136 18 6	136 3 4	- -	10 - -	10 - -	-	- - -	- 17 6	157 - 10	Law charges, 17 *s.* 6 *d.*
Luss - - - - -	1871	916 3 4	687 6 9	15 - -	10 - -	52 - -	4½	16 19 8	- 11 6	781 17 11	Law charges, 11 *s.* 6 *d.*
	1872	1,123 19 6	754 8 10	15 - -	10 - -	52 - -	-	- - -	25 11 1	856 19 11	Law charges, 25 *l.* 11 *s.* 1 *d.*
	1873	992 6 4	776 7 6	15 - -	10 - -	52 - -	-	17 1 4	409 6 6	1,279 15 4	Law charges, 9 *l.* 6 *s.* 6 *d.*; debts, 400 *l.*
	1874	883 10 8	995 10 -	15 - -	10 - -	52 - -	-	- - -	3 4 10	1,075 14 10	Law charges, 3 *l.* 14 *s.* 10 *d.*
	1875	817 1 1	945 6 2	15 - -	10 - -	52 - -	-	- - -	2 12 7	1,024 18 9	Law charges, 2 *l.* 12 *s.* 7 *d.*
Yoker - - - - -	1871	832 - 9	547 19 7	15 - -	5 5 -	38 - -	-	- - -	106 1 8	712 6 3	Law charges, 36 *l.* 1 *s.* 8 *d.*; improvements, 70 *l.*
	1872	560 19 -	639 10 3	15 - -	5 5 -	38 - -	-	- - -	- - -	697 15 3	
	1873	1,129 13 8	586 5 7	15 - -	5 5 -	38 - -	-	- - -	7 13 -	652 3 7	Law charges, 7 *l.* 13 *s.*
	1874	694 9 4	946 10 11	15 - -	5 5 -	38 - -	-	- - -	4 4 11	1,009 - 10	Law charges, 4 *l.* 4 *s.* 11 *d.*
	1875	719 9 5	832 2 1	15 - -	5 5 -	30 - -	-	- - -	- 18 11	883 6 -	Law charges, 18 *s.* 11 *d.*
DUMFRIES:											
Dumfries:											
1st District - - -	1871	528 19 1	377 1 4	- -	21 2 4	40 - -	-	12 9 -	51 - 5	501 13 1	Improvements, 51 *l.* - *s.* 5 *d.*
Dumfries to Tweedscross	1872	323 19 3	308 8 2	- -	12 15 2	15 - -	-	3 10 7	23 15 5	363 9 4	Improvements, 23 *l.* 15 *s.* 5 *d.*
	1873	322 - -	340 16 2	- -	12 17 7	18 15 -	-	- - -	- - -	372 8 9	
	1874	321 - -	332 6 6	- -	12 16 9	20 - -	-	- - -	1 6 2	366 9 5	Improvements, 1 *l.* 6 *s.* 2 *d.*
	1875	631 11 5	572 15 5	- -	12 8 -	20 - -	-	- - -	16 6 2	621 9 7	Law charges, 16 *l.* 6 *s.* 2 *d.*
Dumfries to Lockerbie -	1872	186 - -	148 2 6	- -	7 8 9	12 10 -	-	- - -	- - -	168 1 3	
	1873	249 - -	169 19 9	- -	9 19 2	16 5 -	-	- - -	32 2 1	228 6 -	Improvements, 32 *l.* 2 *s.* 1 *d.*
	1874	(*a*) 439 6 6	177 2 1	- -	10 5 6	15 - -	-	- - -	3 9 4	205 16 11	Improvements, 3 *l.* 9 *s.* 4 *d.*
	1875	259 - -	182 2 2	- -	10 7 2	15 - -	-	- - -	222 19 11	430 9 3	Law charges, 40 *l.* 13 *s.* 5 *d.*; debt paid, 182 *l.* 6 *s.* 6 *d.*
Dumfries, 2nd District -	1871	680 2 -	481 3 9	- -	27 - 10	125 - -	-	- - -	- - -	633 4 7	
	1872	935 1 11	574 12 1	- -	30 9 7	125 - -	-	- - -	- - -	730 1 8	
	1873	742 - 9	556 8 7	- -	29 4 9	133 17 2	-	- - -	- - -	719 10 6	
	1874	913 7 11	710 12 4	- -	36 3 2	125 - -	-	- - -	- - -	871 15 6	
	1875	829 11 4	777 - 3	- -	32 17 7	125 - -	-	- - -	- - -	934 17 10	
Dumfries, 3rd District -	1871	426 13 2	212 10 6	- -	20 - -	30 - -	5	29 7 4	50 - -	341 17 10	Debt paid, 50 *l.*
	1872	527 - 9	346 16 6	- -	20 - -	30 - -	5	25 19 6	80 - -	502 16 -	Debt paid, 80 *l.*
	1873	445 7 2	281 6 3	- -	20 - -	30 - -	5	22 12 3	- -	303 18 6	
	1874	411 11 3	287 19 5	- -	65 - -	- - -	5	21 - -	- -	373 19 5	
	1875	411 12 -	318 7 7	- -	65 - -	- - -	-	- - -	20 - -	403 7 7	Debt paid, 20 *l.*

Evan Water District - -	1871	44 7 2	39 5 3	5 – –	- -	- -	–	- -	- -	44 5 3	
	1872	55 19 3	49 8 7	5 – –	- -	- -	–	- -	- -	54 8 7	
	1873	51 18 8	47 6 6	5 – –	- -	- -	–	- -	- -	52 6 6	
	1874	51 18 2	46 5 9	5 – –	- -	- -	–	- -	- -	51 5 9	
	1875	49 15 2	53 8 5	5 – –	- -	- -	–	- -	- -	58 8 5	
Glasgow and Carlisle - -	1871	1,984 12 5	1,112 7 5	45 – –	120 – –	120 – –	–	- -	- -	1,397 7 5	
	1872	1,865 16 10	1,353 17 1	45 – –	120 – –	135 – –	5	612 10 –	- -	2,266 7 1	
	1873	1,840 16 1	1,180 9 –	45 – –	120 – –	150 – –	–	- -	26 14 4	1,522 3 4	Law charges, 26 *l.* 14 *s.* 4 *d.*
	1874	1,730 3 6	1,299 10 11	45 – –	120 – –	150 – –	–	- -	13 13 8	1,628 4 7	Law charges, 13 *l.* 13 *s.* 8 *d.*
	1875	1,793 11 6	1,293 – 11	45 – –	120 – –	150 – –	–	- -	48 14 7	1,656 15 6	Law charges, 48 *l.* 14 *s.* 7 *d.*
EDINBURGH:											
Calder, Slateford, and Corstorphine District.	1871	5,944 7 10	4,760 17 9	- -	98 18 8	346 19 –	–	51 8 1	845 9 6	6,103 13 –	Law charges, 15 *l.* 1 *s.* 4 *d.*; annuities, 28 *l.* 18 *s.* 8 *d.*; improvements, 801 *l.* 9 *s.* 6 *d.*
	1872	6,073 3 4	4,787 7 8	- -	99 10 9	355 3 4	–	39 7 6	296 7 5	5,577 16 8	Law charges, 16 *l.* – *s.* 3 *d.*; annuities, 23 *l.* 9 *s.* 3 *d.*; improvements, 256 *l.* 17 *s.* 11 *d.*
	1873	6,013 2 4	4,872 18 1	- -	100 1 1	359 16 8	–	46 5 –	1,224 11 –	6,603 11 10	Law charges, 5 *l.* 1 *s.* 6 *d.*; improvements, 1,219 *l.* 9 *s.* 6 *d.*
	1874	6,019 9 3	4,978 18 10	- -	99 15 9	356 5 4	–	80 13 9	1,051 9 11	6,567 3 7	Law charges, 17 *l.* 18 *s.* 4 *d.*; improvements, 1,033 *l.* 11 *s.* 7 *d.*
	1875	5,809 17 3	5,326 – 3	- -	101 10 1	373 19 4	–	- -	1,109 2 5	6,910 12 1	Law charges, 408 *l.* 19 *l.* 9 *d.*; improvements, 700 *l.* 2 *s.* 8 *d.*
Cramond District - -	1871	3,394 18 7	2,492 2 1	- -	71 19 2	233 6 8	–	- -	631 11 1	3,428 19 –	Law charges, 15 *l.* 8 *s.* 8 *d.*; annuities, 19 *l.* 9 *s.* 2 *d.*; improvements, 596 *l.* 13 *s.* 3 *d.*
	1872	3,714 4 –	2,560 15 4	- -	69 2 9	200 1 4	–	4 5 11	550 13 7	3,384 18 11	Law charges, 24 *l.* 5 *s.* 7 *d.*; annuities, 13 *l.* 4 *s.* 4 *d.*; improvements, 513 *l.* 3 *s.* 8 *d.*
	1873	3,477 2 8	2,600 9 4	- -	69 6 5	211 19 –	–	10 11 9	727 16 4	3,620 2 10	Annuities, 7 *l.* 10 *s.*; improvements, 720 *l.* 6 *s.* 4 *d.*
	1874	3,163 12 1	2,673 15 4	- -	69 14 7	216 12 8	–	- -	563 1 2	3,523 3 9	Annuities, 12 *l.* 10 *s.*; improvements, 550 *l.* 11 *s.* 2 *d.*
	1875	3,145 11 6	2,604 3 9	- -	69 6 10	199 18 –	–	- -	640 6 11	3,513 15 6	Law charges, 214 *l.* 10 *s.* 1 *d.*; annuities, 7 *l.* 10 *s.*; improvements, 418 *l.* 6 *s.* 10 *d.*
Dalkeith and Post Road (United).	1871	5,418 12 3	4,169 9 10	- -	95 12 2	341 9 8	4	71 1 5	871 9 10	5,549 2 11	Law charges, 21 *l.* 6 *s.* 5 *d.*; annuities, 25 *l.* 12 *s.* 2 *d.*; debts paid, 500 *l.*; improvements, 324 *l.* 11 *s.* 3 *d.*
	1872	5,223 – 6	4,095 12 –	- -	97 13 5	360 5 –	4	69 3 9	748 16 4	5,371 10 6	Law charges, 7 *l.* 2 *s.* 10 *d.*; annuities, 21 *l.* 19 *s.* 8 *d.*; improvements, 219 *l.* 13 *s.* 10 *d.*; debt paid, 500 *l.*
	1873	5,172 8 10	4,418 1 3	- -	97 5 2	356 9 –	4	42 17 5	260 11 11	5,175 4 9	Law charges, 3 *l.* 18 *s.* 6 *d.*; improvements, 256 *l.* 13 *s.* 5 *d.*
	1874	5,127 3 –	4,286 14 4	- -	97 2 2	354 18 8	4	55 17 5	229 10 1	5,024 2 8	Law charges, 6 *l.* 8 *s.* 6 *d.*; improvements, 223 *l.* 1 *s.* 7 *d.*
	1875	4,967 6 2	4,341 14 8	- -	96 3 9	345 18 4	4	91 7 –	1,020 10 11	5,895 14 8	Law charges, 340 *l.* 8 *s.*; improvements, 680 *l.* 2 *s.* 11 *d.*
Lasswade and Wrightshouses (United).	1871	5,503 3 3	4,080 17 9	- -	96 – –	413 8 –	–	- -	1,184 6 11	5,774 12 8	Law charges, 18 *l.* 17 *s.* 6 *d.*; improvements, 1,165 *l.* 9 *s.* 5 *d.*
	1872	(*b*)6,960 2 9	3,834 8 7	- -	96 3 1	407 11 8	5	46 17 8	2,926 19 6	7,312 – 6	Law charges, 14 *l.* 4 *s.* 2 *d.*; improvements, 2,912 *l.* 15 *s.* 4 *d.*
	1873	5,071 19 9	3,948 15 –	- -	95 17 4	404 11 8	5	186 17 8	1,177 1 2	5,813 2 10	Law charges, 12 *l.* 12 *s.* 9 *d.*; improvements, 1,164 *l.* 8 *s.* 5 *d.*
	1874	5,126 16 11	4,105 12 6	- -	95 17 6	405 – 4	5	197 5 7	901 7 10	5,705 3 9	Law charges, 12 *l.* 19 *s.* 6 *d.*; improvements, 888 *l.* 8 *s.* 4 *d.*
	1875	5,013 7 3	4,212 15 4	- -	95 9 4	401 10 4	5	230 5 9	841 11 11	5,781 12 8	Law charges, 328 *l.* 2 *s.* 5 *d.*; improvements, 513 *l.* 9 *s.* 6 *d.*
ELGIN:											
Findhorn Bridge - -	1871	216 14 3	7 2 6	10 10 –	5 5 –	- -	5	78 15 –	67 15 -	169 7 6	Debt paid, 67 *l.* 15 *s.*
	1872	208 1 6	75 7 –	10 10 –	5 5 –	- -	5	70 11 3	118 10 –	280 3 3	Debt paid, 118 *l.* 10 *s.*
	1873	221 13 10	215 13 1	10 10 –	5 5 –	- -	5	64 17 5	– 8 –	296 13 6	Debt paid, 8 *s.*
	1874	215 18 3	20 6 8	- -	15 15 –	- -	5	64 11 11	- -	100 13 7	
	1875	224 9 3	17 8 1	10 10 –	5 5 –	- -	5	64 11 11	115 14 11	213 9 11	Improvements, 11 *l.* 15 *s.* 11 *d.*; debt paid, 103 *l.* 19 *s.*
FIFE:											
Cupar District - - -	1871	2,043 7 5	1,820 19 5	27 15 –	60 5 9	124 5 8	–	- -	- -	2,033 5 10	
	1872	2,345 11 9	1,874 6 5	27 15 –	57 8 9	122 15 –	–	- -	127 13 5	2,209 18 7	Improvements, 127 *l.* 13 *s.* 5 *d.*
	1873	2,136 18 3	1,925 17 3	27 15 –	54 19 2	119 17 5	–	- -	10 8 5	2,138 17 3	Improvements, 10 *l.* 8 *s.* 5 *d.*
	1874	2,048 – 3	2,022 19 10	23 5 2	- -	- -	–	- -	6 7 6	2,122 12 6	Improvements, 6 *l.* 7 *s.* 6 *d.*
	1875	2,041 19 7	2,038 – 5	27 15 –	52 17 2	211 3 10	–	- -	33 – –	2,362 16 5	Improvements, 33 *l.*
Dunfermline District - -	1871	1,289 1 1	986 3 1	25 – –	19 10 4	130 – –	–	- -	- -	1,160 13 5	
	1872	1,182 19 6	1,055 3 9	25 – –	18 15 –	107 10 –	–	- -	- -	1,206 8 9	
	1873	1,271 5 4	1,037 14 11	28 19 10	15 – –	100 – –	–	- -	- -	1,181 14 9	
	1874	1,101 16 7	1,045 19 11	25 – –	18 10 –	100 – –	–	- -	30 4 8	1,219 14 7	Improvements, 30 *l.* 4 *s.* 8 *d.*
	1875	1,225 9 –	987 14 7	25 – –	18 18 7	100 – –	–	- -	- -	1,131 13 2	

(*a*) Including 182 *l.* 6 *s.* 6 *d.* borrowed on security of the tolls.

(*b*) Including 1,500 *l.* borrowed on security of the tolls.

RETURN from the Turnpike Road Trusts of Counties in *Scotland*, in which the Roads are maintained by Tolls under Turnpike Trusts, &c.—*continued*.

COUNTY AND NAME OF TRUST.	Year ending Whitsunday	INCOME.	EXPENDITURE.								* Details of Amounts under Head "Other Expenditure."
			MAINTENANCE.	SALARIES.			INTEREST PAID ON DEBT.		OTHER EXPENDITURE.*	TOTAL EXPENDITURE.	
				Treasurer.	Clerk.	Surveyor.	Rate.	Amount.			
FIFE—*continued.*		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	Per cent.	£. s. d.	£. s. d.	£. s. d.	
Kirkcaldy District	1871	2,720 17 4	2,329 13 8	- -	68 7 9	200 - -	-	- -	101 4 6	2,699 5 11	Improvements, 101 *l.* 4 *s.* 6 *d.*
	1872	2,756 1 7	2,186 - 11	- -	68 10 8	200 - -	-	- -	380 2 10	2,834 14 5	Improvements, 380 *l.* 2 *s.* 10 *d.*
	1873	2,727 4 6	2,429 10 10	- -	68 16 7	200 - -	-	- -	263 19 7	2,962 7 -	Improvements, 263 *l.* 19 *s.* 7 *d.*
	1874	2,929 10 5	2,270 15 4	- -	68 19 8	188 15 -	-	- -	50 19 10	2,579 9 10	Improvements, 50 *l.* 19 *s.* 10 *d.*
	1875	3,709 2 1	2,508 14 1	- -	69 11 1	185 - -	-	- -	20 5 10	2,783 11 -	Improvements, 20 *l.* 5 *s.* 10 *d.*
Leven Bridge and Road	1871	625 10 9	294 5 2	10 - -	15 - -	20 - -	-	- -	- -	339 5 2	
	1872	641 17 6	374 6 11	10 - -	15 - -	20 - -	-	- -	- -	419 6 11	
	1873	600 14 6	422 6 3	10 - -	15 - -	20 - -	-	- -	33 10 -	500 16 3	Debt paid, 33 *l.* 10 *s.*
	1874	514 1 3	358 5 2	10 - -	15 - -	20 - -	-	- -	- -	403 5 2	
	1875	620 8 5	349 14 4	10 - -	15 - -	20 - -	-	- -	- -	394 14 4	
Outh and Nivingstone	1871	510 10 8	391 19 5	10 - -	7 - -	60 - -	4	(*a*) 15 17 2	- -	484 16 7	
	1872	531 13 2	388 8 -	10 - -	5 - -	2 - -	4	(*a*) 15 16 2	41 6 11	462 11 1	Law charges, 41 *l.* 6 *s.* 11 *d.*
	1873	494 7 7	414 13 2	10 - -	7 - -	38 9 3	4	15 17 4	- -	485 19 9	
	1874	541 7 9	466 11 10	10 - -	7 - -	38 9 3	4	15 18 1	- -	537 19 2	
	1875	509 1 9	518 11 2	10 - -	7 - -	38 9 3	4	15 18 8	- -	589 19 1	
Ploughgates and Bridges	1871	86 6 10	72 15 10	2 10 -	17 10 -	4 3 3	-	- -	- -	96 19 1	
	1872	77 6 4	87 2 10	2 10 -	17 10 -	4 2 2	-	- -	- -	111 5 -	
	1873	80 14 4	33 9 6	2 10 -	17 10 -	4 3 3	-	- -	- -	57 12 9	
	1874	79 11 2	32 12 6	2 10 -	17 10 -	4 5 11	-	- -	- -	56 18 5	
	1875	80 9 9	9 15 4	2 10 -	17 10 -	4 6 7	-	- -	- -	34 1 11	
St. Andrew's District	1871	3,668 17 1	3,322 19 6	26 13 4	40 10 9	256 13 4	4½	150 4 11	174 10 -	3,971 11 10	Improvements, 174 *l.* 10 *s.*
	1872	3,767 4 8	2,960 2 4	26 13 4	40 7 4	256 13 4	4 & 4½	106 18 2	332 15 2	3,783 9 8	Improvements, 132 *l.* 15 *s.* 2 *d.*; debt paid, 200 *l.*
	1873	3,681 8 9	3,183 4 4	26 13 4	40 14 -	251 13 4	4	129 - 6	96 5 6	3,727 11 -	Improvements, 96 *l.* 5 *s.* 6 *d.*
	1874	3,932 1 9	2,983 11 4	26 13 4	40 8 4	236 13 4	4	138 7 11	279 18 7	3,705 12 10	Improvements, 279 *l.* 18 *s.* 7 *d.*
	1875	3,604 2 1	3,120 17 6	26 13 4	40 10 11	233 6 8	4	137 2 7	68 6 10	3,626 17 10	Improvements, 68 *l.* 6 *s.* 10 *d.*
FORFAR:											
Arbroath, Brechin, and Forfar.	1871	746 18 6	441 10 2	- -	21 10 -	50 - -	4	110 - -	- -	623 - 2	
	1872	673 16 -	422 8 2	- -	21 10 -	50 - -	4	110 - -	122 14 7	726 12 9	Improvements, 122 *l.* 14 *s.* 7 *d.*
	1873	801 3 6	459 2 -	- -	21 10 -	50 - -	4	121 3 10	1 5 -	653 - 10	Improvements, 1 *l.* 5 *s.*
	1874	708 3 8	768 17 -	21 10 -	- -	50 - -	4	110 - -	- -	950 7 -	
	1875	667 4 9	486 6 7	- -	21 10 -	45 16 8	4	110 - -	- -	663 13 3	
Broughton Ferry to Baldovie, &c.	1871	389 8 1	416 18 1	- -	10 7 1	15 - -	5	16 10 2	- -	458 15 4	
	1872	342 4 8	415 3 11	- -	10 7 1	15 - -	5	21 7 3	- -	461 18 3	
	1873	(*b*) 796 13 2	348 3 1	- -	10 7 -	15 - -	5	17 19 10	5 7 4	396 17 3	Law charges, 3 *l.* 13 *s.* 4 *d.*; improvements, 1 *l.* 14 *s.*
	1874	312 15 4	304 15 1	- -	10 7 -	15 - -	5	22 14 5	3 16 -	356 12 6	Law charges, 3 *l.* 16 *s.*
	1875	364 4 2	167 7 11	- -	10 14 -	15 10 -	5	21 18 4	- -	210 - 3	
Cairnconan	1871	86 16 -	80 18 4	- -	5 5 -	5 - -	(*c*)	21 12 -	- -	112 15 4	
	1872	86 14 11	79 19 8	- -	5 5 -	5 - -	(*c*)	21 12 -	- -	111 16 8	
	1873	90 11 6	87 16 6	- -	5 5 -	5 - -	(*c*)	21 12 -	- -	119 13 6	
	1874	91 - -	88 19 3	- -	5 5 -	5 - -	-	- -	- -	99 4 3	
	1875	88 7 1	79 14 -	- -	5 5 -	4 11 8	-	- -	- -	89 10 8	

Dundee and Coupar-Angus and Branch.	1871	1,578 6 8	786 7 3	25 – –	29 10 6	105 – –	2½	544 12 7	86 13 7	1,577 3 11	Improvements, 86 *l.* 13 *s.* 7 *d.*
	1872	1,620 15 9	858 14 11	25 – –	29 10 6	105 – –	2	549 1 10	67 16 –	1,635 3 3	Improvements, 67 *l.* 16 *s.*
	1873	1,662 15 6	993 18 5	25 – –	29 10 4	105 – –	2	484 2 4	33 8 2	1,670 19 3	Law charges, 33 *l.* 8 *s.* 2 *d.*
	1874	1,687 3 5	1,017 18 2	25 – –	29 10 4	105 – –	2⅛	482 2 1	- -	1,659 10 7	
	1875	1,727 17 3	986 15 11	25 – –	29 10 6	65 1 4	3	510 2 8	- -	1,616 10 5	
Dundee and Invergowrie -	1871	536 2 11	445 1 5	- -	16 15 2	20 – –	(*d*)	45 15 11	88 5 11	615 18 5	Improvements, 85 *l.* 5 *s.* 11 *d.*
	1872	594 13 9	630 5 4	- -	16 15 1	20 – –	(*d*)	50 1 –	22 18 4	739 19 9	Improvements, 22 *l.* 18 *s.* 4 *d.*
	1873	(*e*)1,787 2 6	476 17 5	- -	16 15 1	20 – –	5	34 8 –	734 2 1	1,282 2 7	Law charges, 17 *l.* 5 *s.* 8 *d.*; improvements, 3 *l.* 18 *s.* 6 *d.*; debt paid, 712 *l.* 17 *s.* 11 *d.*
	1874	567 5 2	493 18 8	- -	16 15 –	20 – –	5	57 7 –	35 – 7	623 1 3	Law charges, 22 *l.* 8 *s.* 2 *d.*; improvements, 12 *l.* 12 *s.* 5 *d.*
	1875	584 15 11	546 14 4	- -	17 15 1	30 – –	5	59 4 11	- -	653 14 4	
Dundee and Strathmartine -	1871	338 5 4	289 1 3	- -	15 7 1	15 – –	–	14 8 7	174 7 5	508 4 4	Improvements, 174 *l.* 7 *s.* 5 *d.*
	1872	331 17 2	316 – 7	- -	15 7 1	15 – –	–	16 10 4	- -	362 18 –	
	1873	(*f*) 743 3 6	345 2 11	- -	15 7 –	15 – –	5	10 15 4	12 14 10	399 – 1	Law charges, 8 *l.* 15 *s.* 10 *d.*; improvements, 3 *l.* 19 *s.*
	1874	526 15 7	398 15 –	- -	15 7 –	15 – –	5	13 18 7	2 18 1	445 18 8	Law charges, 2 *l.* 18 *s.* 1 *d.*
	1875	559 7 9	342 5 11	- -	15 14 –	22 – –	5	12 5 1	- -	392 5 –	
Dundee to Forfar - -	1871	784 12 –	887 5 1	- -	34 – 2	95 – –	–	34 17 10	- -	1,051 3 1	
	1872	774 – 10	715 6 11	- -	34 – 2	95 – –	–	44 12 –	- -	888 19 1	
	1873	(*g*)2,022 2 4	785 11 6	- -	34 – 3	95 – –	5	32 – 10	35 13 3	982 5 10	Law charges, 22 *l.* 10 *s.* 6 *d.*; improvements, 13 *l.* 2 *s.* 9 *d.*
	1874	1,033 10 –	832 – 5	- -	34 – 4	95 – –	5	46 5 5	6 9 3	1,013 15 5	Law charges, 6 *l.* 9 *s.* 3 *d.*
	1875	1,044 13 10	843 8 4	- -	38 – 7	54 16 6	5	46 7 5	1 4 –	983 16 10	Improvements, 1 *l.* 4 *s.*
Dundee to Pitkerro - -	1871	470 14 10	444 9 10	- -	10 10 1	15 – –	–	15 17 1	141 5 6	627 2 6	Improvements, 141 *l.* 5 *s.* 6 *d.*
	1872	462 13 9	371 11 6	- -	10 10 1	15 – –	–	19 1 –	13 10 6	429 13 1	Improvements, 13 *l.* 10 *s.* 6 *d.*
	1873	(*h*) 926 18 6	368 16 10	- -	10 10 –	15 – –	5	12 7 –	10 19 4	417 13 2	Law charges, 10 *l.* 19 *s.* 4 *d.*
	1874	556 4 4	389 8 1	- -	10 10 –	15 – –	5	16 19 10	3 8 4	435 6 3	Law charges, 3 *l.* 8 *s.* 4 *d.*
	1875	609 15 5	432 4 11	- -	11 – –	20 – –	5	15 19 –	6 – 10	485 4 9	Improvements, 6 *l.* – *s.* 10 *d.*
Forfar to Kirriemuir - -	1871	153 12 5	66 18 7	- -	11 7 2	- -	5	58 18 9	- -	137 4 6	
	1872	180 10 8	91 19 1	- -	15 1 7	- -	4	52 6 7	350 – –	509 7 3	Debt paid, 350 *l.*
	1873	128 17 –	60 9 10	- -	12 4 –	- -	4	45 1 11	- -	117 15 9	
	1874	135 10 2	85 11 –	- -	- -	- -	4	45 7 1	- -	130 18 1	
	1875	129 15 8	42 17 5	- -	10 – –	- -	4	45 10 11	2 8 4	100 16 8	Law charges, 15 *s.* 6 *d.*; annuities, 1 *l.* 12 *s.* 10 *d.*
Forfarshire, Central - -	1871	171 – 8	160 12 5	- -	10 6 –	10 – –	4	20 – –	- -	200 18 5	
	1872	171 11 8	151 16 1	- -	10 6 –	10 – –	4	12 19 5	- -	185 1 6	
	1873	170 19 5	117 15 10	- -	10 6 –	10 – –	4	20 8 8	- -	158 10 6	
	1874	171 4 4	113 14 –	- -	10 6 –	10 – –	4	25 – –	12 15 11	171 15 11	Improvements, 7 *l.* 5 *s.* 6 *d.*; debt paid, 5 *l.* 10 *s.* 5 *d.*
	1875	166 3 2	106 6 –	- -	10 16 –	10 – –	4	25 – –	- -	152 2 –	
Forfarshire, Eastern - -	1871	990 19 10	918 5 –	- -	36 10 –	80 – –	–	- -	- -	1,034 15 –	
	1872	944 1 4	828 10 2	- -	36 10 –	80 – –	–	- -	- -	945 – 2	
	1873	845 – 2	897 8 5	- -	36 10 –	80 – –	–	3 – 5	1 11 6	1,018 10 4	Improvements, 1 *l.* 11 *s.* 6 *d.*
	1874	1,119 5 11	1,106 1 1	- -	36 10 –	80 – –	–	16 15 10	- -	1,239 6 11	
	1875	1,093 10 6	670 4 6	- -	36 10 –	55 – –	–	- -	- -	761 14 6	
Forfarshire, Northern - -	1871	415 – –	321 6 1	- -	22 – –	- -	5	39 5 4	- -	382 11 5	
	1872	414 3 9	333 1 1	- -	22 – –	- -	5	39 2 7	- -	394 3 8	
	1873	390 11 4	366 9 9	- -	22 – –	- -	5	39 5 3	- -	427 15 –	
	1874	526 1 1	301 2 11	- -	22 – –	- -	5	39 10 1	- -	362 13 –	
	1875	288 6 1	412 5 5	- -	22 – –	- -	5	39 13 5	- -	473 18 10	
Lumleyden and Petterden -	1871	236 14 8	180 – 1	15 – –	1 1 –	15 – –	–	- -	- -	211 1 1	
	1872	295 11 1	200 18 7	15 – –	1 1 –	15 – –	2½	75 6 5	- -	307 6 –	
	1873	288 18 7	212 10 1	15 – –	1 1 –	15 – –	2½	93 11 –	- -	337 2 1	
	1874	251 1 7	193 4 11	15 – –	1 1 –	15 – –	2	75 11 4	- -	299 17 3	
	1875	278 15 2	197 14 2	- -	16 1 –	9 3 3	–	- -	- -	222 18 5	

(*a*) Debt, 10,400 *l.*; no interest has been paid on 10,000 *l.* subscriptions.
(*b*) Including 450 *l.* borrowed on security of the tolls.
(*c*) According to income, 2½ per cent. allowed for last year.
(*d*) Fluctuating.
(*e*) Including 1,200 *l.* borrowed on security of the tolls.
(*f*) Including 300 *l.* borrowed on security of the tolls.
(*g*) Including 1,000 *l.* borrowed on security of the tolls.
(*h*) Including 400 *l.* borrowed on security of the tolls.

RETURN from the Turnpike Road Trusts of Counties in *Scotland*, in which the Roads are maintained by Tolls under Turnpike Trusts, &c.—*continued.*

COUNTY AND NAME OF TRUST.	Year ending Whitsun-Day	INCOME.	EXPENDITURE.							* Details of Amounts under Head "Other Expenditure."
			MAINTENANCE.	SALARIES.			INTEREST PAID ON DEBT.		OTHER EXPENDITURE.*	TOTAL EXPENDITURE.	
				Treasurer.	Clerk.	Surveyor.	Rate.	Amount.			
FORFAR—*continued.*		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	*Per cent.*	£. s. d.	£. s. d.	£. s. d.	
Montrose and Brechin -	1871	245 6 1	237 15 8	- -	21 17 6	10 - -	-	- -	- -	269 13 2	
	1872	258 7 1	262 18 6	- -	21 7 -	10 - -	-	- -	20 - -	314 5 6	Land purchased, 20 *l.*
	1873	204 6 1	334 16 11	- -	21 7 -	10 - -	-	- -	- -	366 3 11	
	1874	210 - 1	272 6 2	- -	21 7 -	15 - -	-	- -	- -	308 13 2	
	1875	210 5 8	265 8 11	- -	21 7 -	15 - -	-	- -	- -	301 15 11	
Montrose Bridge - -	1871	1,142 16 -	147 18 1	15 - -	20 - -	5 5 -	3½	935 3 1	- -	1,123 6 2	
	1872 (*a*)	10,606 10 11	183 11 8	15 - -	10 - -	5 5 -	4½	127 1 2	10,384 11 6	10,725 9 4	Law charges, 384 *l.* 11 *s.* 6 *d.*; debt paid, 10,000 *l.*
	1873	1,022 13 6	114 4 11	15 - -	20 - -	- - -	4½	408 3 4	123 6 10	680 15 1	Law charges, 123 *l.* 6 *s.* 10 *d.*
	1874	1,095 3 7	249 2 11	15 - -	10 - -	- - -	4½	422 6 2	20 14 1	717 3 2	Law, 20 *l.* 14 *s.* 1 *d.*
	1875	1,199 2 1	429 - 10	15 - -	10 - -	- - -	4½	423 18 10	200 - -	1,077 19 8	Law charges, 200 *l.*
Montrose and Forfar - -	1871	145 10 -	157 8 3	- -	15 - -	- - -	-	- -	- -	172 8 3	
	1872	140 10 -	150 14 3	- -	15 - -	- - -	-	- -	- -	165 14 3	
	1873	149 - -	148 13 10	15 - -	- - -	- - -	-	3 13 2	5 7 7	172 14 7	Law charges, 577 *l.*
	1874	130 - -	157 2 7	15 - -	- - -	- - -	-	5 4 10	- -	177 7 5	
	1875	134 - -	154 3 9	- -	15 - -	- - -	-	- -	- -	169 3 9	
Pitairlie - - - - -	1871	168 10 10	140 11 4	- -	5 7 1	7 10 -	5	32 - 10	13 - -	198 9 3	Improvements, 13 *l.*
	1872	135 7 -	141 13 9	- -	5 7 3	7 10 -	5	34 3 10	- -	188 14 10	
	1873	112 12 6	115 6 3	- -	5 7 -	7 10 -	5	34 9 10	4 10 8	167 3 9	Law charges, 4 *l.* 10 *s.* 8 *d.*
	1874	129 4 5	85 17 8	- -	5 7 -	7 10 -	-	- -	- -	98 14 8	
	1875	120 4 3	81 16 1	- -	5 14 -	5 - -	-	- -	- -	92 10 1	
Strathmore - - -	1871	883 16 10	756 1 7	40 - -	3 5 -	80 - -	-	- -	- -	879 6 7	
	1872	890 11 5	763 3 5	40 - -	3 5 -	80 - -	4	18 10	- -	887 7 3	
	1873	897 8 9	886 12 -	40 - -	3 5 -	80 - -	-	- -	- -	1,009 17 -	
	1874	874 9 11	696 3 3	40 - -	3 5 -	80 - -	-	- -	- -	819 8 3	
	1875	894 8 10	682 11 -	- -	43 5 -	39 1 -	-	- -	- -	764 17 -	
KINCARDINE:											
Fetteresso and Maryculter -	1871	54 - 5	34 9 7	3 - -	- -	2 2 -	-	- -	- -	39 11 7	
	1872	57 3 11	37 8 11	3 - -	- -	2 2 -	-	- -	- -	42 10 11	
	1873	63 10 4	41 9 2	3 - -	- -	2 2 -	-	- -	- -	46 11 2	
	1874	47 17 9	40 12 11	3 - -	- -	2 2 -	-	- -	- -	45 14 11	
	1875	48 9 3	38 8 1	3 - -	- -	2 2 -	-	- -	- -	43 10 1	
Kincardineshire consolidated	1871	337 - 8	1,070 16 6	- -	50 - -	60 2 6	-	- -	- -	1,180 19 -	
	1872	408 17 8	31 11 -	- -	24 16 10	37 5 -	-	- -	- -	93 12 10	
	1873	321 7 4	505 18 11	- -	24 11 4	39 18 6	-	- -	- -	570 8 9	
	1874	278 2 1	484 16 1	- -	24 1 6	39 5 -	-	- -	- -	548 2 7	
	1875	303 8 9	576 1 9	- -	24 17 4	44 5 6	-	- -	- -	645 4 7	
Marykirk Bridge - -	1871	391 2 7	14 12 8	- -	10 10 -	- - -	5	296 3 1	- -	321 5 9	
	1872	411 12 7	36 16 5	- -	10 10 -	- - -	5	291 12 11	- -	338 19 4	
	1873	320 14 6	51 7 1	- -	10 10 -	- - -	5	290 12 8	- -	352 9 9	
	1874	448 15 5	34 7 4	- -	10 10 -	- - -	5	292 18 1	100 - -	437 15 5	Debt paid, 100 *l.*
	1875	354 18 6	26 12 -	- -	10 10 -	- - -	5	289 5 -	50 - -	376 7 7	Debt paid, 50 *l.*

Slug	1871	244 13 9	109 6 4	10 – –	5 – –	10 10 –	5	80 – –	– – –	214 16 4	
	1872	227 – 6	105 12 2	10 – –	5 – –	10 10 –	5	62 7 –	– –	193 9 2	
	1873	243 12 9	120 1 7	10 – –	5 – –	10 10 –	–	– – –	– –	145 11 7	
	1874	242 14 –	133 3 9	10 – –	5 – –	10 10 –	–	– – –	– –	158 13 9	
	1875	168 15 6	172 3 –	10 – –	5 – –	10 10 –	–	– – –	– –	197 13 –	
South Deeside	1871	322 1 4	119 9 7	– –	10 – –	10 – –	(b) 4	112 10 –	– –	251 19 7	
	1872	257 18 –	105 3 8	– –	10 – –	10 – –	(b) 4	157 10 –	– –	282 13 8	
	1873	256 19 3	96 19 9	– –	10 – –	10 – –	(b) 4	157 10 –	– –	274 9 9	
	1874	240 12 1	81 19 7	– –	10 – –	10 – –	(b) 4	157 10 –	– –	259 9 7	
	1875	264 – 7	92 7 8	– –	10 – –	10 – –	(b) 4	112 10 –	– –	224 17 8	
Wellington Suspension Bridge	1871	671 9 4	117 5 1	6 16 6	5 5 –	5 5 –	3	294 9 –	2 – 4	431 – 11	Land purchased, 2 *l.* 0 *s.* 4 *d.*
	1872	555 2 2	105 3 4	6 16 6	5 5 –	5 5 –	3	294 9 –	1 10 4	478 9 2	Land purchased, 1 *l.* 10 *s.* 4 *d.*
	1873	484 12 5	189 16 3	6 16 6	5 5 –	5 5 –	3	294 9 –	2 – 4	503 12 1	Land purchased, 2 *l.* 0 *s.* 4 *d.*
	1874	579 17 8	117 5 11	6 16 6	5 5 –	5 5 –	3	294 9 –	2 – 4	431 1 9	Land purchased, 2 *l.* 0 *s.* 4 *d.*
	1875	599 13 9	147 16 6	6 16 6	5 5 –	10 10 –	3	294 9 –	2 – 4	466 17 4	Land purchased, 2 *l.* 0 *s.* 4 *d.*
KINROSS:											
Cleish	1871	76 16 –	37 18 7	– –	5 5 1	5 – –	–	– –	– –	48 3 8	
	1872	71 18 3	41 6 1	– –	5 5 1	5 – –	–	– –	– –	51 11 2	
	1873	67 4 –	44 1 4	5 5 1	– –	5 – –	–	– –	– –	54 6 5	
	1874	67 4 –	57 2 3	– –	5 5 1	5 – –	–	– –	– –	67 7 4	
	1875	67 4 –	119 17 11	– –	5 5 1	5 – –	–	– –	– –	130 3 –	
Great North Road	1871	2,021 15 10	861 3 1	75 – –	25 – –	150 – –	4 and 4½ (c)	717 12 –	– –	1,828 15 1	
	1872	1,826 14 3	826 4 7	75 – –	25 – –	150 – –	4 and 4½ (c)	717 12 –	– –	1,793 16 7	
	1873	1,892 14 11	866 2 9	75 – –	25 – –	150 – –	4 and 4½ (c)	717 12 –	– –	1,833 14 9	
	1874	1,641 7 3	1,010 12 7	250 – –	– –	– –	4 and 4½ (c)	716 5 7	3 14 2	1,980 12 4	Law charges, 3 *l.* 14 *s.* 2 *d.*
	1875	2,025 19 6	1,038 8 3	– –	250 – –	– –	4	716 5 7	15 18 2	2,020 12 –	Law charges, 15 *l.* 18 *s.* 2 *d.*
Milnathort	1871	82 19 5	47 5 3	– –	2 2 –	5 – –	–	– –	14 17 1	69 4 4	Improvements, 14 *l.* 17 *s.* 1 *d.*
	1872	76 11 8	61 5 1	– –	2 2 –	5 – –	–	– –	– –	68 7 1	
	1873	88 9 4	63 12 7	2 2 –	– –	3 3 –	–	– –	– –	68 17 7	
	1874	70 2 1	60 17 8	– –	2 2 –	3 3 –	–	– –	– –	66 2 8	
	1875	75 15 9	50 11 9	– –	2 2 –	3 3 –	–	– –	362 18 10	418 15 7	Law, 6 *l.* 16 *s.* 3 *d.*; debt paid, 356 *l.* 2 *s.* 7 *d.*
Portmoak	1871	165 16 3	183 14 11	8 8 –	4 4 –	10 – –	–	– –	– –	206 6 11	
	1872	213 12 7	184 1 5	8 8 –	4 4 –	10 – –	–	– –	3 – –	209 13 5	Improvements, 3 *l.*
	1873	223 – 5	212 9 8	8 8 –	4 4 –	10 – –	–	– –	– –	235 1 8	
	1874	219 3 11	238 4 4	8 8 –	4 4 –	10 – –	–	– –	– –	260 16 4	
	1875	236 15 –	213 1 9	8 8 –	4 4 –	10 – –	–	– –	22 – –	257 13 9	Law charges, 22 *l.*
LANARK:											
Bathgate and Airdrie	1871	3,023 13 1	1,350 3 6	– –	105 – –	150 – –	5 and 4	1,397 3 1	90 1 5	3,092 8 –	Law charges, 14*l.* 6*s.* 7*d.*; improvements, 75*l.* 14*s.* 10*d.*
	1872	3,018 – 9	1,380 9 6	– –	105 – –	150 – –	5 and 4	1,303 13 4	130 11 –	3,069 13 10	Law charges, 106*l.* 19*s.* 3*d.*; improvements, 23*l.* 11*s.* 9*d.*
	1873	3,094 9 4	1,479 13 6	105 – –	– –	150 – –	5	1,117 14 6	156 8 1	3,008 16 1	Law, 144 *l.* 5 *s.*; improvements, 12 *l.* 3 *s.* 1 *d.*
	1874	3,147 16 8	1,589 5 7	– –	105 – –	150 – –	5	1,210 17 10	46 3 11	3,101 7 4	Law charges, 37 *l.* 19 *s.* 4 *d.*; improvements, 8 *l.* 4 *s.* 7 *d.*
	1875	3,061 5 2	1,543 13 2	– –	105 – –	170 – –	5	1,210 17 10	57 10 7	3,087 1 7	Law charges, 15 *l.* 5 *s.* 4 *d.*; improvements, 42 *l.* 5 *s.* 3 *d.*
Biggar and Leadhills	1871	619 – 10	323 4 2	– –	20 – –	35 – –	4 to 5	175 16 3	– –	554 – 5	
	1872	506 7 5	259 4 6	– –	20 – –	35 – –	4 to 5	176 3 1	– –	490 7 7	
	1873	549 1 11	260 8 9	20 – –	– –	35 – –	4 to 5	176 – –	– –	491 8 9	
	1874	537 8 6	318 13 8	– –	20 – –	35 – –	4 to 5	171 – –	– –	544 13 8	
	1875	552 – 9	293 2 6	– –	20 – –	35 – –	4 to 5	171 – –	200 – –	719 2 6	Debt paid, 200 *l.*
Cambuslang and Muirkirk	1871	7,807 8 3	5,110 18 1	150 – –	100 – –	150 – –	5	1,889 14 9	385 15 5	7,786 8 3	Law charges, 385 *l.* 15 *s.* 5 *d.*
	1872	8,149 11 2	4,929 13 7	150 – –	100 – –	150 – –	5	1,889 14 9	10 14 7	7,230 2 11	Law charges, 10 *l.* 14 *s.* 7 *d.*
	1873	7,909 5 11	4,984 8 10	150 – –	100 – –	150 – –	5	1,842 9 11	2,406 7 8	9,633 6 5	Law charges, 516*l.* 12*s.* 11*d.*; debt paid, 1,889*l.* 14*s.* 9*d.*
	1874	8,129 9 5	5,704 18 9	150 – –	100 – –	150 – –	5	1,795 5 –	– –	7,900 3 9	
	1875	8,525 4 11	5,834 16 11	150 – –	100 – –	150 – –	5	1,795 5 –	57 6 6	8,087 8 5	Law charges, 57 *l.* 6 *s.* 6 *d.*

(*a*) Including 9,500 *l.* borrowed on security of the tolls.

(*b*) Bonded debt 11,550 *l.*, including 4,500 *l.*, at 2½ per cent.

(*c*) Bonded debt 31,940 *l.*, including 14,000 *l.* postponed debt.

RETURN from the Turnpike Road Trusts of Counties in *Scotland*, in which the Roads are maintained by Tolls under Turnpike Trusts, &c.—*continued*.

COUNTY AND NAME OF TRUST.	Year ending Whitsun-Day	INCOME.	EXPENDITURE.							* Details of Amounts under Head "Other Expenditure."
			MAINTENANCE.	SALARIES.			INTEREST PAID ON DEBT.		OTHER EXPENDITURE.*	TOTAL EXPENDITURE.	
				Treasurer.	Clerk.	Surveyor.	Rate.	Amount.			
LANARK—*continued*.		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	*Per cent.*	£. s. d.	£. s. d.	£. s. d.	
Carluke	1871	840 18 2	882 17 3	- -	20 - -	35 - -	-	- -	15 9 1	953 6 4	Improvements, 15 *l.* 9 *s.* 1 *d.*
	1872	853 9 6	712 4 7	- -	20 - -	35 - -	-	- -	5 17 4	773 1 11	Improvements, 5 *l.* 17 *s.* 4 *d.*
	1873	911 13 6	655 2 4	20 - -	- -	35 - -	-	- -	5 - -	715 2 4	Law charges, 5 *l.*
	1874	1,040 13 6	505 18 11	20 - -	35 - -	- -	-	- -	45 3 3	606 2 2	Law charges, 45 *l.* 3 *s.* 3 *d.*
	1875	1,065 10 6	991 8 1	- -	20 - -	35 - -	-	- -	19 12 2	1,006 - 3	Law charges, 19 *l.* 12 *s.* 2 *d.*
Corsethill	1871	665 17 9	495 18 1	30 - -	10 - -	60 - -	-	- -	10 8 3	606 6 4	Improvements, 10 *l.* 8 *s.* 3 *d.*
	1872	608 3 10	476 8 7	30 - -	10 - -	60 - -	-	- -	1 14 6	578 3 1	Improvements, 1 *l.* 14 *s.* 6 *d.*
	1873	582 13 6	478 4 10	30 - -	10 - -	60 - -	-	- -	5 - -	583 4 10	Law charges, 5 *l.*
	1874	498 6 9	490 16 11	30 - -	70 - -	- -	-	- -	10 15 4	601 12 3	Improvements, 10 *l.* 15 *s.* 4 *d.*
	1875	540 - 10	573 17 2	30 - -	10 - -	60 - -	-	- -	71 17 11	745 15 1	Improvements, 71 *l.* 17 *s.* 11 *d.*
Crossford Bridge	1871	104 - 6	12 16 11	- -	4 4 -	- -	-	- -	- -	17 - 11	
	1872	117 10 2	4 14 5	- -	4 4 -	- -	5	79 18 -	136 - -	224 16 5	Debt paid, 136 *l.*
	1873	95 1 2	11 17 3	- -	4 4 -	- -	-	- -	- -	16 1 3	
	1874	119 3 6	14 10 2	- -	4 4 -	10 10 -	5	40 5 3	170 - -	239 9 5	Debt paid, 170 *l.*
	1875	97 10 10	2 19 7	- -	10 10 -	- -	-	- -	- -	13 9 7	
Garion Bridge	1871	252 - -	10 17 -	- -	6 6 -	- -	-	- -	- -	17 3 -	
	1872	229 2 -	12 12 4	- -	6 6 -	- -	-	- -	- -	18 18 4	
	1873	312 2 6	31 8 3	- -	6 6 -	- -	-	- -	- -	37 14 3	
	1874	363 1 10	21 9 10	- -	10 10 -	- -	-	- -	- -	31 19 10	
	1875	385 19 11	16 16 3	- -	10 10 -	- -	-	- -	- -	27 6 3	
Garngad	1871	358 - -	190 5 2	17 18 -	- -	10 - -	4 and 5	442 18 2	- -	661 1 4	
	1872	350 - -	274 18 1	17 10 -	- -	5 - -	4 and 5	48 15 -	- -	346 3 1	
	1873	360 - -	282 3 8	18 - -	- -	10 - -	4 and 5	53 6 6	300 - -	663 10 2	Debt paid, 300 *l.*
	1874	308 14 4	240 15 9	15 8 9	- -	10 - -	5 and 4	37 10 6	24 11 9	348 6 9	Debt paid, 24 *l.* 11 *s.* 9 *d.*
	1875	(*a*)1,061 9 11	259 14 4	13 1 6	- -	10 - -	4 and 5	63 - 8	39 1 -	384 17 6	Law charges, 39 *l.* 1 *s.*
Garscube	1871	1,427 14 2	623 6 11	- -	60 - -	25 - -	5	105 - -	165 - -	978 6 11	Law charges, 165 *l.*
	1872	1,419 9 9	709 16 4	- -	60 - -	25 - -	5	105 - -	- -	899 16 4	
	1873	1,751 10 10	844 1 2	- -	60 - -	25 - -	5	105 - -	743 13 8	1,777 14 10	Law charges, 743 *l.* 13 *s.* 8 *d.*
	1874	2,118 4 10	1,127 8 11	- -	60 - -	25 - -	5	105 - -	- -	1,317 8 11	
	1875	2,372 4 1	1,707 12 3	- -	60 - -	25 - -	-	- -	117 4 -	1,909 16 3	Law charges, 117 *l.* 4 *s.*
Glasgow Bridges	1871	(*b*)27,994 15 11	8,244 9 8	100 - -	50 - -	- -	4½	532 14 8	26,273 16 -	35,201 - 4	Law charges, 660 *l.* 13 *s.* 4 *d.*; improvements, 25,613 *l.* 2 *s.* 8 *d.*
	1872	16,542 17 8	2,312 7 4	100 - -	50 - -	- -	4¼	807 18 5	16,027 7 3	19,297 13 -	Improvements, 13,951 *l.* 3 *s.*; debt paid, 2,076 *l.* 4 *s.* 3 *d.*
	1873	16,196 - 10	2,757 16 5	100 - -	66 13 4	- -	4	600 18 10	8,981 8 -	12,506 16 7	Improvements, 1,434 *l.* 2 *s.*; debt paid, 7,547 *l.* 6 *s.*
	1874	17,479 5 8	3,038 10 7	100 - -	- -	- -	4	389 15 -	3,147 12 8	6,675 18 3	Law charges, 174 *l.* 5 *s.* 5 *d.*; debt paid, 2,973 *l.* 7 *s.* 3 *d.*
	1875	10,333 10 1	2,276 13 9	100 - -	100 - -	- -	4	162 13 9	7,696 9 4	10,335 16 10	Law charges, 123 *l.* 3 *s.*; improvements, 329 *l.* 7 *s.* 2 *d.*; debt paid, 7,243 *l.* 19 *s.* 2 *d.*
Glasgow, Kirkintilloch, and Baldernock.	1871	4,772 16 11	2,313 19 6	- -	150 - -	150 - -	4½	44 5 -	99 - 1	2,757 4 7	Law charges, 99 *l.* 0 *s.* 1 *d.*
	1872	3,785 7 7	2,367 - 5	75 - -	75 - -	150 - -	4½	43 17 6	- -	2,710 17 11	
	1873	3,720 1 5	2,379 5 9	75 - -	75 - -	150 - -	4½	43 12 11	516 1 7	3,239 - 3	Law charges, 516 *l.* 1 *s.* 7 *d.*
	1874	4,063 9 7	2,803 14 6	75 - -	75 - -	150 - -	4½	43 4 4	- -	3,146 18 10	
	1875	4,620 16 9	3,206 7 5	75 - -	75 - -	150 - -	4½	43 8 -	7,326 13 2	10,876 8 7	Law charges, 53 *l.* 5 *s.* 2 *d.*; improvements, 7,273 *l.* 8 *d.*

	1872	7,170 10 –	6,931 12 6	150 – –	120 – –	175 – –	–	– –	1,460 14 6	8,837 7 –	Law charges, 28 *l.* 5 *s.* 6 *d.*; improvements, 1,432 *l.* 9 *s.*
	1873	6,394 18 10	6,518 19 4	150 – –	120 – –	175 – –	–	– –	806 16 –	7,770 15 4	Law charges, 774 *l.* 0 *s.* 9 *d.*; land purchased, 32 *l.* 15 *s.* 3 *d.*
	1874	7,746 8 –	7,257 1 11	150 – –	120 – –	175 – –	–	– –	692 3 7	8,394 5 6	Law charges, 225 *l.* 3 *s.* 7 *d.*; improvements, 467 *l.*
	1875	8,011 6 4	6,539 13 10	150 – –	120 – –	175 – –	–	– –	546 14 4	7,531 8 2	Law charges, 157 *l.* 3 *s.* 11 *d.*; improvements, 389 *l.* 10 *s.* 5 *d.*
Glasgow, Renfrew, and Three Mile House.	1871	} *See* Renfrew and Three Mile House Trusts.									
	1872										
	1873	(*c*) 5,806 3 –	3,020 14 –	90 – –	– –	60 – –	–	– –	668 13 11	3,839 7 11	Law charges, 466 *l.* 5 *s.* 2 *d.*; debt paid, 202 *l.* 8 *s.* 9 *d.*
	1874	5,947 4 9	3,995 6 3	– –	90 – –	60 – –	–	– –	157 11 –	4,302 17 3	Law charges, 157 *l.* 11 *s.*
	1875	6,370 6 3	3,529 6 –	– –	90 – –	60 – –	–	– –	91 16 6	3,771 2 6	Law charges, 91 *l.* 16 *s.* 6 *d.*
Great Western and St. Georges.	1871	3,126 8 3	532 8 3	30 – –	– –	30 – –	4	858 5 10	262 13 5	1,713 7 6	Law charges, 254 *l.* 16 *s.* 1 *d.*; improvements, 7 *l.* 17 *s.* 4 *d.*
	1872	3,671 14 –	728 11 –	30 – –	– –	30 – –	4	759 16 2	36 – 9	1,584 7 11	Law charges, 14 *l.* 10 *s.* 9 *d.*; improvements, 21 *l.* 10 *s.*
	1873	3,973 1 4	541 14 10	30 – –	– –	30 – –	4	884 14 –	12 19 3	1,499 8 1	Law charges, 12 *l.* 19 *s.* 3 *d.*
	1874	4,329 2 3	855 14 8	– –	30 – –	30 – –	4	859 6 4	3,006 6 5	4,781 7 5	Law charges, 6 *l.* 6 *s.* 5 *d.*; debt paid, 3,000 *l.*
	1875	5,045 5 5	892 18 7	30 – –	– –	30 – –	4	944 11 2	10,834 17 1	12,732 6 10	Law charges, 108 *l.* 16 *s.* 1 *d.*; debt paid, 10,726 *l.* 1 *s.*
Lanark and Hamilton - -	1871	489 1 6	291 15 –	10 – –	10 – –	25 – –	5	146 5 –	– –	483 – –	
	1872	(*d*) 598 11 5	328 6 4	10 – –	10 – –	25 – –	5	146 5 –	– –	519 11 4	
	1873	495 11 7	294 17 2	10 – –	10 – –	25 – –	–	151 5 –	100 – –	591 2 2	Debt paid, 100 *l.*
	1874	501 7 –	332 15 5	10 – –	10 – –	25 – –	5	146 5 –	– –	524 – 5	
	1875	532 11 7	312 7 –	25 – –	10 – –	10 – –	5	146 5 –	– –	503 12 –	
Lanarkshire, East and West	1871	(*e*) 924 16 3	321 3 1	21 – –	20 – –	52 5 –	5	504 1 8	6 6 6	924 16 3	Law charges, 6 *l.* 6 *s.* 6 *d.*
	1872	740 – –	369 16 5	21 – –	20 – –	52 5 –	5	263 5 –	13 13 7	740 – –	Law charges, 6 *l.* 6 *s.* 7 *d.*; improvements, 7 *l.* 7 *s.*
	1873	854 – –	323 8 11	21 – –	20 – –	52 5 –	–	408 1 4	29 4 9	854 – –	Law charges, 6 *l.* 8 *s.* 6 *d.*; improvements, 22 *l.* 16 *s.* 3 *d.*
	1874	952 – –	435 5 6	21 – –	20 – –	52 5 –	–	417 1 –	6 8 6	952 – –	Law charges, 6 *l.* 8 *s.* 6 *d.*
	1875	1,033 – –	567 5 8	21 – –	20 – –	52 5 –	5	366 2 9	6 6 7	1,033 – –	Law charges, 6 *l.* 6 *s.* 7 *d.*
Lanarkshire, North and South	1871	1,749 4 5	1,035 6 8	50 – –	50 – –	98 – –	5	655 6 10	– – –	1,888 13 6	
	1872	1,822 3 7	1,123 2 6	50 – –	50 – –	98 – –	5	334 – 9	– – –	1,655 3 3	
	1873	1,834 – 10	1,180 6 10	50 – –	50 – –	98 – –	5	1,024 19 10	– – –	2,403 6 8	
	1874	1,996 14 3	1,295 15 3	50 – –	50 – –	98 – –	5	502 19 –	– – –	1,996 14 3	
	1875	1,983 8 –	1,331 12 –	50 – –	50 – –	98 – –	5	453 16 –	– – –	1,983 8 –	
Port Dundas and Craighall -	1871	822 – –	280 5 10	– –	– –	47 10 –	4	121 10 10	368 5 5	817 12 1	Law charges, 18 *l.* 3 *s.* 9 *d.*; debt paid, 350 *l.* 1 *s.* 8 *d.*
	1872	707 16 7	333 6 8	– –	– –	46 8 9	4	126 4 6	179 10 6	685 10 5	Law charges, 3 *l.* 11 *s.* 6 *d.*; debt paid, 175 *l.* 19 *s.*
	1873	} This Trust ceased to exist at Whit-Sunday 1872, the management of the roads having been handed over to the City of Glasgow.									
	1874										
	1875										
Renfrew - - - - -	1871	2,843 16 8	2,287 4 8	45 – –	– –	30 – –	–	– –	601 9 6	2,963 14 2	Law charges, 463 *l.* 7 *s.* 11 *d.*; improvements, 138 *l.* 1 *s.* 7 *d.*
	1872	(*f*) 4,086 8 5	3,336 7 –	45 – –	– –	30 – –	–	– –	1,135 1 5	4,546 8 5	Law charges, 1,052 *l.* 9 *s.* 11 *d.*; improvements, 82 *l.* 11 *s.* 6 *d.*
	1873	} This and the Three Mile House Trusts were amalgamated, and form the Glasgow, Renfrew, and Three Mile House Trust.									
	1874										
	1875										
Three Mile House - -	1871	1,619 – 2	1,071 8 5	45 – –	– –	30 – –	–	– –	628 5 5	1,774 13 10	Law charges, 360 *l.* 12 *s.*; improvements, 267 *l.* 13 *s.* 5 *d.*
	1872	2,119 12 6	1,349 8 1	45 – –	– –	30 – –	–	– –	1,388 3 –	2,812 11 1	Law charges, 1,044 *l.* 19 *s.*; improvements, 343 *l.* 4 *s.*
	1873	} This and the Renfrew Trust were amalgamated, and form the Glasgow, Renfrew, and Three Mile House Trust.									
	1874										
	1875										

(*a*) Including 800 *l.* borrowed on security of the tolls.
(*b*) Including 8,300 *l.* 18 *s.* 7 *d.* borrowed on security of the tolls.
(*c*) Including 200 *l.* borrowed on security of the tolls.
(*d*) Including 100 *l.* borrowed on security of the tolls.
(*e*) Including 120 *l.* borrowed on security of the tolls.
(*f*) Including 200 *l.* borrowed on security of the tolls.

RETURN from the Turnpike Road Trusts of Counties in *Scotland*, in which the Roads are maintained by Tolls under Turnpike Trusts, &c.—*continued.*

COUNTY AND NAME OF TRUST.	Year ending Whitsun-Day	INCOME.	EXPENDITURE.								* Details of Amounts under Head "Other Expenditure."
			MAINTENANCE.	SALARIES.			INTEREST PAID ON DEBT.		OTHER EXPENDITURE.*	TOTAL EXPENDITURE.	
				Treasurer.	Clerk.	Surveyor.	Rate.	Amount.			
LANARK—*continued.*		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	Per cent.	£. s. d.	£. s. d.	£. s. d.	
Wilsontown and Biggar -	1871	120 4 9	77 9 8	7 - -	- -	10 - -	4	22 - -	2 16 2	119 5 10	Improvements, 2 *l.* 16 *s.* 2 *d.*
	1872	110 5 4	41 9 -	7 - -	- -	10 - -	4	22 - -	- 3 8	80 12 8	Improvements, 3 *s.* 8 *d.*
	1873	102 13 3	71 17 5	7 - -	- -	10 - -	4	22 - -	10 - -	120 17 5	Law charges, 10 *l.*
	1874	115 12 3	66 10 9	- -	7 - -	10 - -	4	21 14 6	- -	105 5 3	
	1875	118 11 2	83 9 5	- -	7 - -	10 - -	4	21 16 6	14 6 -	136 11 11	Improvements, 14 *l.* 6 *s.*
Wilsontown and Lanark -	1871	191 12 11	80 3 7	- -	20 - -	- -	3	95 17 6	- -	190 1 1	
	1872	180 10 1	63 4 10	- -	20 - -	- -	-	- -	- -	83 4 10	
	1873	172 14 2	54 1 6	20 - -	- -	- -	-	- -	- -	74 1 6	
	1874	208 13 7	57 2 7	- -	20 - -	- -	-	- -	7 - -	84 2 7	Law charges, 7 *l.*
	1875	237 4 -	132 10 5	- -	20 - -	- -	-	- -	- -	152 10 5	
Yoker - - - - -	1871	5,145 12 10	3,274 16 7	- -	60 - -	70 - -	-	- -	449 19 7	3,854 16 2	Law charges, 254 *l.* 16 *s.* 1 *d.*; improvements, 195 *l.* 3 *s.* 6 *d.*
	1872	5,289 14 5	3,605 10 2	- -	60 - -	70 - -	-	- -	279 8 2	4,014 18 4	Law charges, 25 *l.* 12 *s.* 2 *d.*; improvements, 253 *l.* 16 *s.*
	1873	5,628 18 7	3,176 16 1	60 - -	- -	35 - -	-	- -	18 10 5	3,290 6 6	Law charges, 18 *l.* 10 *s.* 5 *d.*
	1874	5,768 6 4	3,969 13 -	- -	60 - -	70 - -	-	- -	12 1 6	4,111 14 6	Law charges, 12 *l.* 1 *s.* 6 *d.*
	1875	6,538 11 11	3,497 1 -	- -	60 - -	70 - -	-	- -	424 1 -	4,051 2 -	Law charges, 424 *l.* 1 *s.*
LINLITHGOW:											
Cleuch - - - - -	1871	786 10 2	557 7 8	- -	25 - -	60 - -	-	- -	66 1 8	708 9 4	Improvements, 66 *l.* 1 *s.* 8 *d.*
	1872	812 1 8	561 19 10	- -	25 - -	60 - -	-	- -	267 13 7	914 13 5	Improvements, 267 *l.* 13 *s.* 7.
	1873	810 5 2	587 13 9	- -	25 - -	60 - -	-	- -	153 8 2	826 1 11	Improvements, 138 *l.* 8 *s.* 2 *d.*; debt paid, 15 *l.*
	1874	691 13 10	550 1 3	- -	25 - -	60 - -	-	- -	631 2 6	1,266 3 9	Improvements, 631 *l.* 2 *s.* 6 *d*,
	1875	804 17 2	599 17 8	- -	25 - -	60 - -	-	- -	49 18 5	734 16 1	Improvements, 49 *l.* 18 *s.* 5 *d.*
Cramond Bridge, Queensferry, and Linlithgow.	1871	627 3 3	385 3 6	- -	20 - -	52 - -	4	117 17 9	251 6 -	826 7 3	Law charges, 1 *l.* 6 *s.*; debt paid, 250 *l.*
	1872	626 - 4	412 16 5	- -	20 - -	52 - -	4	107 7 1	10 10 7	602 14 1	Law charges, 10 *l.* 10 *s.* 7 *d.*
	1873	604 11 2	428 12 11	- -	20 - -	52 - -	4	108 4 6	4 2 11	613 - 4	Law charges, 4 *l.* 2 *s.* 11 *d.*
	1874	589 10 8	429 17 3	- -	20 - -	52 - -	4	108 13 8	6 4 11	616 15 10	Law charges, 6 *l.* 4 *s.* 11 *d.*
	1875	653 16 4	438 5 8	- -	20 - -	52 - -	4	109 1 8	1 6 4	620 13 8	Law charges, 1 *l.* 6 *s.* 4 *d.*
Linlithgow - - - - -	1871	546 2 2	397 12 3	- -	15 - -	40 - -	3½ and 4	66 16 1	4 19 8	524 8 -	Law charges, 4 *l.* 19 *s.* 8 *d.*
	1872	522 3 3	398 - 9	- -	15 - -	40 - -	3½ and 4	66 7 4	32 10 10	551 18 11	Law charges, 6*l.* 11*s.* 6*d.*; improvements, 25*s.* 19*s.* 4*d.*
	1873	569 15 3	423 12 7	- -	15 - -	40 - -	3½ and 4	66 18 -	5 10 -	551 - 7	Law charges, 5 *l.* 10 *s.*
	1874	555 6 1	434 - 5	- -	15 - -	40 - -	3½ and 4	67 3 9	4 - -	560 4 2	Law charges, 4 *l.*
	1875	495 14 8	437 5 2	- -	15 - -	40 - -	3½ and 4	67 8 8	4 12 4	564 6 2	Law charges, 4 *l.* 12 *s.* 4 *d.*
PERTH:											
Athole - - - - -	1871	607 6 7	304 1 2	- -	30 - -	36 - -	4	396 13 8	3 17 1	770 11 11	Law charges, 3 *l.* 17 *s.* 1 *d.*
	1872	915 14 5	306 3 1	- -	30 - -	36 - -	4	402 3 5	37 - -	811 6 6	Law charges, 37 *l.*
	1873	730 - -	305 7 8	- -	30 - -	36 - -	4	394 5 9	2 12 1	768 5 6	Law charges, 2 *l.* 12 *s.* 1 *d.*
	1874	678 - -	313 10 9	- -	30 - -	36 - -	4	428 4 10	3 2 1	810 17 8	Law charges, 3 *l.* 2 *s.* 1 *d.*
	1875	687 8 7	385 15 3	- -	30 - -	36 - -	4	376 16 8	16 8 8	845 - 7	Law charges, 16 *l.* 8 *s.* 8 *d.*
Auchterarder - - - -	1871	121 1 10	79 13 3	- -	12 2 -	20 - -	-	- -	- -	111 15 2	
	1872	130 6 7	87 12 4	- -	12 2 -	20 - -	-	- -	- -	119 14 4	
	1873	121 15 8	97 12 5	- -	12 2 -	20 - -	-	- -	- -	129 14 5	
	1874	132 3 6	106 2 1	- -	12 2 -	20 - -	-	- -	- -	138 4 1	
	1875	121 9 6	109 12 6	- -	12 2 -	20 - -	-	- -	- -	141 14 6	

Cally.	1872	638 – 1	206 3 7	– –	6 6 –	– –	4	222 11 6	8 4 4	443 5 3	Law charges, 8 *l.* 4 *s.* 4 *d.*
	1873	470 18 5	337 11 4	– –	6 6 –	– –	4	224 7 6	8 13 7	576 18 5	Law charges, 8 *l.* 13 *s.* 7 *d.*
	1874	514 17 –	272 15 –	– –	6 6 –	– –	4	225 4 7	28 6 11	532 12 6	Law charges, 28 *l.* 6 *s.* 11 *d.*
	1875	673 4 4	371 10 3	– –	6 6 –	– –	4	226 2 –	17 10 6	621 8 9	Law charges, 17 *l.* 10 *s.* 6 *d.*
Blairgowrie and Coupar Angus.	1871	235 9 6	82 8 2	– –	6 6 –	– –	(*a*) 4	101 14 7	7 13 2	198 1 11	Law charges, 7 *s.* 13 *s.* 2 *d.*
	1872	259 2 5	86 15 4	– –	6 6 –	– –	(*a*) 4	101 18 2	7 17 2	202 16 8	Law charges, 7 *l.* 17 *s.* 2 *d.*
	1873	271 8 10	127 9 9	– –	6 6 –	– –	(*a*) 4	101 17 3	8 10 –	244 3 –	Law charges, 8 *l.* 10 *d.*
	1874	243 10 9	262 11 9	– –	6 6 –	– –	(*a*) 4	101 17 6	8 19 1	379 14 4	Law charges, 8 *l.* 19 *s.* 1 *d.*
	1875	306 16 1	155 12 5	– –	6 6 –	– –	(*a*) 4	86 12 7	8 8 4	256 19 4	Law charges, 8 *l* 8 *s.* 4 *d.*
Carse of Gowrie - - -	1871	(*b*) 799 12 9	531 5 10	– –	25 – –	70 – –	(*c*) 4½ & 5	50 17 4	– –	677 3 2	
	1872	(*d*) 854 18 10	587 18 4	– –	20 – –	75 – –	4½ and 5	60 13 4	4 14 10	748 6 6	Law charges, 3 *l.* 2 *s.* 4 *d.*; improvements, 1 *l.* 12 *s.* 6 *d.*
	1873	(*e*) 856 14 11	632 17 4	– –	20 – –	75 – –	4½ and 5	54 11 6	– –	782 8 10	
	1874	671 14 –	677 5 5	– –	20 – –	75 – –	(*f*) 4½ & 5	51 2 1	– –	823 7 6	
	1875	736 11 9	664 13 2	– –	20 – –	75 – –	4½	57 19 1	– –	817 12 3	
Crieff and Longcausewayhead	1871	1,318 7 3	922 7 4	– –	50 – –	70 – –	4	23 11 2	– –	1,065 18 6	
	1872	1,227 18 5	995 14 6	– –	50 – –	70 – –	4	23 9 6	– –	1,139 4 –	
	1873	1,312 17 –	1,104 7 6	– –	50 – –	70 – –	4	23 12 –	– –	1,247 19 6	
	1874	1,559 8 6	1,086 11 4	– –	50 – –	70 – –	4	14 8 10	600 – –	1,821 – 2	Debt paid, 600 *l.*
	1875	1,295 19 1	910 5 8	– –	50 – –	70 – –	–	– – –	202 12 8	1,232 18 4	Improvements, 202 *l.* 12 *s.* 8 *d.*
Dalpatrick - - - - -	1871	114 2 10	58 12 2	– –	2 10 –	8 – –	4 and 5	59 15 4	– –	128 17 6	
	1872	111 3 9	56 4 1	– –	2 10 –	8 – –	4 and 5	61 16 7	– –	128 10 8	
	1873	111 2 6	57 11 4	– –	2 10 –	8 – –	4 and 5	65 17 3	– –	133 18 7	
	1874	136 1 11	62 4 1	– –	2 10 –	8 – –	4 and 5	67 10 10	– –	140 4 11	
	1875	136 18 8	59 10 8	– –	2 10 –	8 – –	4 and 5	66 7 4	– –	136 8 –	
Dalreoch - - - - -	1871	442 12 11	220 14 9	– –	27 2 –	30 – –	(*g*) 5	165 4 11	– –	443 1 8	
	1872	472 7 10	239 4 4	– –	27 2 –	30 – –	(*g*) 5	151 19 5	– –	448 5 9	
	1873	462 16 10	246 15 11	– –	27 2 –	30 – –	(*g*) 5	198 5 4	– –	502 3 3	
	1874	428 2 9	201 18 9	– –	27 2 –	30 – –	(*g*) 5	157 13 3	– –	416 14 –	
	1875	417 19 9	212 2 –	– –	27 2 –	30 – –	4 and 5	167 14 5	– –	436 18 5	
Drip and Frew, and Netherton (United).	1871	640 16 7	462 – –	– –	19 19 –	25 – –	4	15 14 8	– –	522 13 8	
	1872	516 19 3	419 8 10	– –	19 19 –	25 – –	4	15 12 11	– –	480 – 9	
	1873	533 3 6	411 5 11	– –	19 19 –	25 – –	4	15 15 3	– –	472 – 2	
	1874	528 14 5	432 12 8	– –	19 19 –	25 – –	4	12 8 5	200 – –	690 – 1	Debt paid, 200 *l.*
	1875	451 10 1	394 17 –	– –	19 19 –	25 – –	4	7 19 3	– –	447 15 3	
Dunblane, Donne, and Callander.	1871	971 17 6	906 10 2	15 – –	10 – –	40 – –	(*h*) 4	314 7 7	– –	1,285 17 9	
	1872	878 12 –	729 10 –	15 – –	10 – –	40 – –	(*h*) 4	312 6 1	– –	1,106 16 1	
	1873	887 5 –	598 9 5	15 – –	10 – –	40 – –	(*h*) 4	314 16 6	– –	978 5 11	
	1874	924 11 10	739 1 3	15 – –	10 – –	40 – –	(*h*) 4	316 3 4	– –	1,120 4 7	
	1875	820 5 1	589 16 10	15 – –	10 – –	40 – –	4	238 – –	– –	892 16 10	
Dunkeld to Aberfeldy and Kenmore.	1871	524 7 –	512 17 8	– –	15 – –	32 10 –	3	176 3 4	– –	736 11 –	
	1872	455 3 6	213 16 7	– –	15 – –	32 10 –	3	238 14 6	– –	500 1 1	
	1873	451 5 5	199 8 8	– –	15 – –	32 10 –	–	– – –	224 12 6	471 11 2	Debts paid, 224 *l.* 12 *s.* 6 *d.*
	1874	397 2 11	182 18 5	– –	15 – –	32 10 –	2¼	159 3 9	32 16 10	422 9 –	Debts paid, 32 *l.* 16 *s.* 10 *d.*
	1875	409 8 1	181 11 8	– –	15 – –	32 10 –	2¼	176 17 6	– –	405 19 2	

(*a*) Bonded debt, 3,544 *l.*, including 1,000 *l.* postponed debt.
(*b*) Including 62 *l.* 12 *s.* 9 *d.*, borrowed on security of the tolls.
(*c*) Bonded debt, 10,144 *l.* 8 *s.* 9 *d.*; no interest paid on 9,100 *l.*

(*d*) Including 123 *l.* 14 *s.* 6 *d.*, borrowed on security of the tolls.
(*e*) Including 100 *l.* 8 *s.* 9 *d.*, borrowed on security of the tolls.
(*f*) Bonded debt, 10,384 *l.* 16 *s.*, including 3,100 *l.*, postponed debt.

(*g*) Bonded debt, 12,457 *l.* 5 *s.* 6 *d.*, including 566 *l.* 17 *s.* 2 *d.*, at 4 per cent.
(*h*) Bonded debt, 8,000 *l.*, including 1,000 *l.*, postponed debt.

RETURN from the Turnpike Road Trusts of Counties in *Scotland*, in which the Roads are maintained by Tolls under Turnpike Trusts, &c.—*continued.*

COUNTY AND NAME OF TRUST.	Year ending Whitsun-Day	INCOME.	EXPENDITURE.							* Details of Amounts under Head "Other Expenditure."
			MAINTENANCE.	SALARIES.			INTEREST PAID ON DEBT.		OTHER EXPENDITURE.*	TOTAL EXPENDITURE.	
				Treasurer.	Clerk.	Surveyor.	Rate.	Amount.			
PERTH—*continued.*		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	*Per cent.*	£. s. d.	£. s. d.	£. s. d.	
Dunning	1871	62 16 6	47 15 4	5 – –	5 – –	10 – –	–	– –	2 16 6	70 11 10	Law charges, 2 *l.* 16 *s.* 6 *d.*
	1872	74 2 3	41 11 9	5 – –	5 – –	10 – –	–	– –	3 – 2	64 11 11	Law charges, 3 *l.* – *s.* 2 *d.*
	1873	69 13 11	42 9 8	5 – –	5 – –	10 – –	–	– –	3 2 4	65 12 –	Law charges, 3 *l.* 2 *s.* 4 *d.*
	1874	67 2 6	46 8 5	5 – –	5 – –	10 – –	–	– –	3 1 5	69 9 10	Law charges, 3 *l.* 1 *s.* 5 *d.*
	1875	55 10 3	51 7 11	5 – –	5 – –	10 – –	–	– –	3 4 1	74 12 –	Law charges, 3 *l.* 4 *s.* 1 *d.*
Gleneagles	1871	358 1 5	206 6 6	– –	22 2 –	35 – –	5	94 12 11	– –	358 1 5	
	1872	354 14 10	213 6 6	– –	22 2 –	35 – –	5	84 6 4	– –	354 14 10	
	1873	372 – 5	225 5 –	– –	22 2 –	35 – –	5	89 13 5	– –	372 – 5	
	1874	330 9 3	188 14 10	– –	22 2 –	35 – –	5	84 12 5	– –	330 9 3	
	1875	304 16 2	206 4 8	– –	22 2 –	35 – –	5	41 9 6	– –	304 16 2	
Glenfalloch	1871	86 16 –	54 16 4	2 – –	– –	3 – –	–	– –	– –	59 16 4	
	1872	77 2 5	44 15 3	2 – –	– –	3 – –	–	– –	– –	49 15 3	
	1873	77 6 3	55 3 4	– –	2 – –	3 – –	–	– –	– –	60 3 4	
	1874	53 14 2	59 18 9	– –	2 – –	3 – –	–	– –	– –	64 18 9	
	1875	52 7 5	50 6 6	– –	2 – –	3 – –	–	– –	– –	55 6 6	
Glenlichorn	1871	76 – –	66 15 6	– –	6 1 –	5 – –	–	– –	– –	77 16 6	
	1872	75 – –	66 2 10	– –	6 1 –	5 – –	–	– –	– –	77 3 10	
	1873	79 – –	51 13 11	– –	6 1 –	5 – –	–	– –	– –	62 14 11	
	1874	77 1 5	67 9 4	– –	6 1 –	5 – –	–	– –	– –	78 10 4	
	1875	74 5 5	58 19 11	– –	6 1 –	5 – –	–	– –	– –	70 – 11	
Lochearn	1871	859 13 2	567 6 9	– –	27 1 –	26 – –	5	230 10 1	– –	850 17 10	
	1872	839 15 6	575 17 10	– –	27 1 –	26 – –	5	239 5 5	– –	868 4 3	
	1873	923 – 8	577 18 4	– –	27 1 –	26 – –	5	176 6 3	– –	807 5 7	
	1874	927 7 –	597 3 3	– –	27 1 –	26 – –	5	281 1 6	– –	931 5 9	
	1875	926 9 2	670 17 10	– –	27 1 –	26 – –	5	286 15 11	– –	1,010 14 9	
Lochtayside and Glendochart	1871	2,006 15 5	398 – 10	15 – –	– –	18 – –	4	474 17 6	– –	905 18 4	
	1872	846 6 10	414 5 7	15 – –	– –	18 – –	4	410 – 5	– –	857 6 –	
	1873	739 10 1	449 13 8	– –	15 – –	18 – –	4	399 1 3	– –	881 14 11	
	1874	693 4 –	410 10 7	– –	15 – –	18 – –	4	256 16 5	– –	700 7 –	
	1875	773 19 4	437 5 9	– –	15 – –	18 – –	4	249 13 5	– –	719 19 2	
Monteith	1871	262 19 4	193 8 3	5 12 6	– –	20 7 6	–	– –	3 10 7	221 18 10	Law charges, 3 *l.* 10 *s.* 7 *d.*
	1872	260 13 8	179 10 10	5 12 6	– –	20 7 6	–	– –	3 10 8	209 1 6	Law charges, 3 *l.* 10 *s.* 8 *d.*
	1873	275 17 1	200 17 2	5 12 6	– –	20 7 6	–	– –	3 10 1	230 7 3	Law charges, 3 *l.* 10 *s.* 1 *d.*
	1874	262 11 9	205 14 2	5 12 6	20 12 6	– –	–	– –	3 10 1	235 9 3	Law charges, 3 *l.* 10 *s.* 1 *d.*
	1875	257 4 –	201 18 5	5 12 6	20 7 6	– –	4 and 4½	300 – –	4 – 2	531 18 7	Law charges, 4 *l.* – *s.* 2 *d.*.
New Bridge of Earn	1871	139 17 –	6 9 3	5 5 –	5 5 –	– –	–	– –	– –	16 19 3	
	1872	139 11 3	42 13 –	– –	5 5 –	5 5 –	–	– –	– –	53 3 –	
	1873	148 12 10	3 17 7	5 5 –	5 5 –	– –	–	– –	– –	14 7 7	
	1874	152 8 7	– 13 3	5 5 –	5 5 –	– –	–	– –	– –	11 3 3	

	1872	118 17 9	62 12 8	5 – –	– –	4 4 –	–	– –	– –	71 16 8	
	1873	123 17 6	47 1 –	5 – –	– –	4 4 –	–	– –	– –	56 5 –	
	1874	120 2 7	168 2 4	5 – –	– –	– –	–	– –	– –	173 2 4	
	1875	123 18 6	63 2 4	5 – –	– –	– –	–	– –	– –	68 2 4	
Perth and Coupar-Angus –	1871	963 8 2	365 7 1	21 – –	– –	50 – –	3½ to 4½	262 3 4	1,028 16 8	1,727 7 1	Law charges, 28 *l.* 16 *s.* 8 *d.*; debt paid, 1,000 *l.*
	1872	887 7 3	402 5 6	21 – –	– –	50 – –	4 and 4½	242 19 8	817 15 11	1,534 1 1	Law charges, 21 *l.* 11 *s.* 3 *d.*; debt paid, 796 *l.* 4 *s.* 8 *d.*
	1873	914 – –	378 16 1	21 – –	– –	50 – –	4 and 4½	231 2 4	– – –	680 18 5	
	1874	882 17 1	427 18 –	21 – –	– –	50 – –	4 and 4½	225 17 6	3 5 –	724 15 6	Improvements, 3 *l.* 5 *s.*
	1875	927 4 10	460 3 3	50 – –	– –	21 – –	4 and 4½	227 1 10	– – –	758 5 1	
Perth and Crieff – – –	1871	861 2 6	397 10 7	– –	27 2 –	50 – –	4	363 13 9	– – –	838 6 4	
	1872	905 – 3	409 16 4	– –	27 2 –	50 – –	4	383 18 –	4 5 4	875 1 8	Improvements, 4 *l.* 5 *s.* 4 *d.*
	1873	912 12 5	423 12 9	– –	27 2 –	50 – –	4	386 19 2	12 5 6	899 19 5	Improvements, 12 *l.* 5 *s.* 6 *d.*
	1874	885 18 1	482 14 –	– –	27 2 –	50 – –	4	386 19 2	– 2 6	946 17 8	Improvements, 2 *s.* 6 *d.*
	1875	861 – 5	483 4 8	– –	27 2 –	50 – –	4	357 17 1	– 8 –	918 11 9	Improvements, 8 *s.*
Perth and Dunkeld – –	1871	661 5 9	388 10 6	– –	40 – –	85 – –	4 and 4½	71 13 7	– – –	585 4 1	
	1872	634 17 2	390 5 9	– –	40 – –	85 – –	4 and 4½	71 4 –	5 14 6	592 4 3	Law charges, 5 *l.* 14 *s.* 6 *d.*
	1873	593 – 5	410 15 10	– –	40 – –	85 – –	4 and 4½	71 15 11	10 5 7	617 17 4	Law charges, 10 *s.* 6 *d.*; improvements, 9 *l.* 15 *s.* 1 *d.*
	1874	611 5 1	430 17 10	– –	40 – –	85 – –	4 and 4½	72 3 1	– – –	628 – 11	
	1875	581 2 6	425 11 7	– –	40 – –	85 – –	4 and 4½	72 7 10	– – –	622 19 5	
Perth and Kinclaven – –	1871	609 9 5	182 16 6	15 15 –	– –	34 4 –	–	– –	– – –	232 15 6	
	1872	636 12 5	207 6 9	15 15 –	– –	34 4 –	4½ and 5	800 – –	– – –	1,057 5 9	
	1873	657 15 4	246 1 11	15 15 –	– –	34 4 –	–	– –	– – –	296 – 11	
	1874	642 6 4	231 17 4	15 15 –	– –	34 4 –	–	– –	– – –	281 16 4	
	1875	660 18 4	246 1 3	15 15 –	– –	34 4 –	4½ and 5	1,000 – –	– – –	1,296 – 3	
Strathbraan – – –	1871	166 10 3	62 3 11	– –	5 – –	5 – –	5	148 16 10	2 2 2	223 2 11	Law charges, 2 *l.* 2 *s.* 2 *d.*
	1872	179 16 6	67 6 2	– –	5 – –	5 – –	5	92 4 2	1 18 11	171 9 3	Law charges, 1 *l.* 18 *s.* 11 *d.*
	1873	166 1 6	54 6 8	– –	5 – –	5 – –	5	100 11 5	1 19 1	166 17 2	Law charges, 1 *l.* 19 *s.* 1 *d.*
	1874	165 2 2	66 18 2	– –	5 – –	5 – –	5	99 15 9	2 5 3	178 19 2	Law charges, 2 *l.* 5 *s.* 3 *d.*
	1875	158 19 11	65 14 3	– –	5 – –	5 – –	5	85 18 9	1 19 6	163 12 6	Law charges, 1 *l.* 19 *s.* 6 *d.*
Strathtay – – – –	1871	73 5 8	77 11 8	2 10 –	2 10 –	5 – –	–	– –	– –	87 11 8	
	1872	73 3 6	80 5 11	2 10 –	2 10 –	5 – –	–	– –	– –	90 5 11	
	1873	83 – 2	88 16 5	2 10 –	2 10 –	5 – –	–	– –	– –	98 16 5	
	1874	73 – 9	65 8 4	2 10 –	2 10 –	5 – –	–	– –	– –	75 8 4	
	1875	73 15 8	64 4 10	2 10 –	2 10 –	5 – –	–	– –	– –	74 4 10	
Taybridge Road – – –	1871	387 – –	175 4 –	– –	20 – –	32 10 –	(*a*) 5	206 10 10	– –	434 4 10	
	1872	398 16 7	145 1 4	– –	20 – –	32 10 –	–	159 6 –	– –	356 17 4	
	1873	366 7 4	137 2 5	– –	20 – –	32 10 –	–	201 5 3	– –	390 17 8	
	1874	287 9 –	157 18 2	– –	20 – –	32 10 –	–	176 5 5	– –	386 13 7	
	1875	322 12 9	153 3 4	– –	20 – –	32 10 –	4 and 5	39 – 8	– –	244 14 –	
Tummell Bridge Road – –	1871	659 1 10	337 9 3	– –	15 – –	25 – –	5	313 11 1	– –	691 – 4	
	1872	471 14 8	346 12 6	– –	15 – –	25 – –	5	270 9 11	– –	657 2 5	
	1873	534 13 3	298 18 2	– –	15 – –	25 – –	5	73 12 5	– –	412 10 7	
	1874	596 13 4	301 15 1	– –	15 – –	25 – –	5	183 14 4	– –	525 9 5	
	1875	551 2 2	306 1 5	– –	15 – –	25 – –	5	254 18 3	– –	600 19 8	

(*a*) 18,208 *l.* 19 *s.* 2 *d.*, including 984 *l.* at 4 per cent.

RETURN from the Turnpike Road Trusts of Counties in *Scotland*, in which the Roads are maintained by Tolls under Turnpike Trusts, &c.—*continued.*

COUNTY AND NAME OF TRUST.	Year ending Whitsun-Day.	INCOME.	EXPENDITURE.								* Details of Amounts under Head "Other Expenditure."
			Maintenance.	Salaries.			Interest Paid on Debt.		Other Expenditure.*	Total Expenditure.	
				Treasurer.	Clerk.	Surveyor.	Rate.	Amount.			
RENFREW:		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	Per cent.	£. s. d.	£. s. d.	£. s. d.	
Kelly Roads	1871	1,572 18 2	932 18 2	- -	50 - -	50 - -	4½	540 - -	- -	1,572 18 2	
	1872	1,758 18 7	1,064 - 8	- -	50 - -	50 - -	4½	277 10 1	317 7 10	1,758 18 7	Law charges, 317 *l.* 7 *s.* 10 *d.*
	1873	1,835 10 10	1,022 1 7	- -	50 - -	50 - -	4½	540 - -	- -	1,662 1 7	
	1874	1,946 19 -	1,041 13 3	- -	50 - -	50 - -	4½	540 - -	60 2 8	1,741 15 11	Law charges, 60 *l.* 2 *s.* 8 *d.*
	1875	1,722 12 11	765 17 1	- -	50 - -	50 - -	4½	540 - -	665 7 6	2,071 4 7	Law charges, 665 *l.* 7 *s.* 6 *d.*
Renfrew and Greenock	1871	1,526 3 2	940 2 2	- -	52 10 -	35 - -	(*a*) 5	316 10 5	100 - -	1,444 2 7	Law charges, 100 *l.*
	1872	1,475 6 10	1,019 - 11	- -	52 10 -	35 - -	(*a*) 5	316 10 5	317 7 11	1,740 9 3	Law charges, 317 *l.* 7 *s.* 11 *d.*
	1873	1,600 3 -	1,256 7 5	- -	52 10 -	35 - -	-	- - -	- -	1,343 17 5	
	1874	1,837 13 1	1,610 5 8	- -	52 10 -	42 10 -	(*a*) 5	395 13 -	16 9 4	2,117 8 -	Law charges, 16 *l.* 9 *s.* 4 *d.*
	1875	1,911 12 11	1,746 13 -	- -	52 10 -	50 - -	-	- - -	- -	1,849 3 -	
Renfrewshire:											
1st District	1871	11,177 12 6	8,578 - 10	- -	171 - -	150 - -	4½ and 5	771 18 11	2,179 7 8	11,850 7 5	Law charges, 1,072 *l.* 10 *s.* 11 *d.*; improvements, 206 *l.* 16 *s.* 9 *d.*; debt paid, 900 *l.*
	1872	11,991 17 -	9,040 3 10	- -	171 - -	150 - -	4 and 5	1,438 9 10	100 - -	10,899 13 8	Debt paid, 100 *l.*
	1873	10,730 15 9	9,146 8 8	- -	171 - -	150 - -	4 and 5	772 12 4	2,006 16 11	12,246 17 11	(*b*) Law charges, 895*l.* 8*s.* 8*d.*; debt paid, 1,111*l.* 8*s.* 3*d.*
	1874	11,000 18 2	9,376 15 5	- -	200 - -	190 - -	4 and 5	673 9 7	- -	10,440 5 -	
	1875	11,431 13 10	10,841 13 -	- -	200 - -	230 - -	4 and 5	703 19 11	- -	11,975 12 11	
2nd District	1871	3,379 16 9	2,200 9 7	- -	175 - -	95 - -	4½ and 5	641 5 8	1,000 - -	4,111 15 3	Debt paid, 1,000 *l.*
	1872	3,667 - -	2,330 17 11	- -	175 - -	95 - -	4½ and 5	685 9 7	1,017 7 11	4,303 15 5	Law charges, 317 *l.* 7 *s.* 11 *d.*; debt paid, 700 *l.*
	1873	4,093 - -	2,529 1 10	- -	175 - -	95 - -	4 and 5	601 4 5	39 13 5	3,439 19 8	Debt paid, 39 *l.* 13 *s.* 5 *d.*
	1874	3,847 - -	2,636 18 -	- -	146 - -	97 10 -	4 and 5	573 16 7	- -	3,454 4 7	
	1875	3,840 - -	2,807 12 7	- -	146 - -	100 - -	4 and 5	562 15 6	- -	3,616 8 1	
3rd District	1871	693 - -	564 10 -	- -	20 - -	20 - -	5	1 19 10	- -	606 9 10	
	1872	694 5 10	559 7 7	- -	20 - -	20 - -	-	- - -	78 14 11	678 2 6	Law charges, 78 *l.* 14 *s.* 11 *d.*
	1873	806 4 5	655 4 1	- -	20 - -	20 - -	-	- - -	215 6 3	910 10 4	Debt paid, 215 *l.* 6 *s.* 3 *d.*
	1874	909 10 -	803 5 1	- -	20 - -	20 - -	4 and 5	3 9 2	336 17 3	1,183 11 6	Law charges, 336 *l.* 17 *s.* 3 *d.*
	1865	770 - -	827 2 2	- -	20 - -	20 - -	4 and 5	27 10 1	97 12 6	992 4 9	Law charges, 97 *l.* 12 *s.* 6 *d.*
ROXBURGH:											
Drygrange Pontage	1871	150 4 5	26 19 8	- -	5 5 -	- -	5	1 5 1	- 10 6	34 - 3	Law charges, 10 *s.* 6 *d.*
	1872	159 5 11	15 - -	- -	5 5 -	- -	5	1 5 1	- 10 6	22 - 7	Law charges, 10 *s.* 6 *d.*
	1873	164 6 9	18 19 6	- -	5 5 -	- -	5	1 5 1	- 10 6	26 - 1	Law charges, 10 *s.* 6 *d.*
	1874	172 11 1	20 10 2	- -	5 5 -	- -	5	1 5 1	- -	27 - 3	
	1875	52 4 3	12 10 7	- -	5 5 -	- -	5	1 5 2	94 10 -	113 10 9	Improvements, 94 *l.* 10 *s.*
Great Road	1871	159 3 8	195 17 9	- -	13 12 -	17 - -	-	- - -	- -	226 9 9	
	1872	143 - -	135 7 8	- -	13 12 -	17 - -	-	- - -	- -	165 19 8	
	1873	135 - -	91 15 2	- -	13 12 -	17 - -	-	- 11 7	- -	122 18 9	
	1874	100 - -	90 19 5	- -	13 12 -	17 - -	-	- - -	- -	121 11 5	
	1875	115 10 -	86 13 5	- -	13 12 -	17 - -	-	- - -	- -	117 5 5	
Haremoss and Scotsdyke, East District.	1871	599 13 -	422 - 11	- -	30 - -	50 - -	-	- - -	- -	502 - 11	
	1872	630 4 5	353 7 2	- -	30 - -	50 - -	-	- - -	- -	433 7 2	
	1873	629 19 9	648 5 2	- -	30 - -	50 - -	-	- - -	- -	728 5 2	
	1874	640 1 11	556 14 6	- -	30 - -	50 - -	-	- - -	- -	636 14 6	
	1875	628 6 -	648 3 10	- -	30 - -	43 18 9	-	- - -	- -	722 2 7	

Jedburgh:											
1st Assignation	1871	1,471 4 1	492 17 7	- -	37 10 -	100 - -	4½ and 5	570 7 6	7 5 3	1,208 - 4	Law charges, 7 *l.* 5 *s.* 3 *d.*
	1871	1,052 11 1	563 3 8	- -	37 10 -	100 - -	4½	629 19 2	- - -	1,330 12 10	
	1873	1,357 7 10	517 17 7	- -	37 10 -	100 - -	4½	576 16 4	8 13 7	1,240 17 6	Law charges, 8 *l.* 13 *s.* 7 *d.*
	1874	1,159 - 7	610 5 10	- -	37 10 -	100 - -	4½	650 2 8	- - -	1,397 18 6	
	1875	1,489 16 9	587 17 11	- -	37 10 -	100 - -	4½	577 13 5	- - -	1,303 1 4	
2nd Assignation	1871	995 4 8	1,067 14 2	- -	37 10 -	100 - -	-	- - -	- 10 6	1,205 14 8	Law charges, 10 *s.* 6 *d.*
	1872	1,007 16 11	690 10 2	- -	37 10 -	100 - -	-	- - -	- - -	828 - 2	
	1873	970 18 3	978 12 7	- -	37 10 -	100 - -	-	- - -	- - -	1,116 2 7	
	1874	942 6 1	640 5 8	- -	37 10 -	100 - -	-	- - -	- - -	777 15 8	
	1875	934 2 -	1,211 8 2	- -	37 10 -	100 - -	-	- - -	- - -	1,348 18 2	
Kelso Bridge	1871	51 9 4	45 6 1	- -	3 3 -	4 - -	-	- - -	- - -	52 9 1	
	1872	50 19 4	57 8 6	- -	3 3 -	4 - -	-	- - -	- - -	64 11 6	
	1873	51 4 9	43 8 6	- -	3 3 -	4 - -	-	- - -	- - -	50 11 6	
	1874	51 6 11	49 5 3	- -	3 3 -	4 - -	-	- - -	- - -	56 8 3	
	1875	51 6 10	39 17 9	- -	3 3 -	4 - -	-	- - -	- - -	47 - 9	
Kelso Union:											
North Branch	1871	415 17 -	279 16 2	- -	16 15 -	30 - -	-	- - -	- - -	326 11 2	
	1872	439 7 7	313 17 11	- -	16 15 -	30 - -	5	150 - -	- - -	510 12 11	
	1873	422 - 8	350 18 3	- -	16 15 -	30 - -	-	- - -	- - -	397 13 3	
	1874	409 2 8	405 12 7	- -	16 15 -	30 - -	5	150 - -	- - -	602 7 7	
	1875	417 - -	324 14 6	- -	16 15 -	30 - -	-	- - -	- - -	371 9 6	
West Branch	1871	269 9 4	128 17 8	- -	16 - -	18 18 -	5	250 4 5	- - -	414 - 1	
	1872	258 9 6	122 7 3	- -	16 - -	18 18 -	5	124 6 3	- - -	281 11 6	
	1873	260 8 -	118 6 10	- -	16 - -	18 18 -	5	125 7 6	- - -	278 12 4	
	1874	171 3 6	118 4 2	- -	16 - -	18 18 -	5	125 18 6	- - -	279 - 8	
	1875	257 14 2	119 5 10	- -	16 - -	18 18 -	-	- - -	- - -	154 3 10	
Lauder and Kelso	1871	806 3 1	631 13 3	- -	20 - -	56 12 -	-	- - -	- - -	708 5 3	
	1872	776 - 3	701 14 1	- -	20 - -	56 12 -	-	- - -	- - -	778 6 1	
	1873	840 13 4	704 - 2	- -	20 - -	56 12 -	-	- - -	- - -	780 12 2	
	1874	693 1 5	735 1 9	- -	20 - -	56 12 -	-	- - -	- - -	811 13 9	
	1875	727 2 1	561 7 11	- -	20 - -	56 12 -	-	- - -	- - -	637 19 11	
Liddesdale	1871	310 17 6	245 14 7	- -	10 - -	47 - -	-	- - -	- - -	302 14 7	
	1872	343 12 9	211 14 10	- -	10 - -	47 - -	-	- - -	- - -	268 14 10	
	1873	334 14 -	270 14 8	- -	10 - -	47 - -	-	- - -	- - -	327 14 8	
	1874	295 5 10	218 - 1	- -	10 - -	47 - -	-	- - -	- - -	275 - 1	
	1875	289 16 1	255 14 1	- -	10 - -	36 13 -	-	- - -	- - -	302 7 1	
Selkirk and St. Boswell's	1871	78 10 -	43 7 4	- -	4 4 10	5 - -	-	- - -	1 7 6	53 19 8	Law charges, 1 *l.* 7 *s.* 6 *d.*
	1872	52 17 8	40 8 -	- -	3 4 -	5 - -	-	- - -	8 10 -	57 2 -	Law charges, 8 *l.* 10 *s.*
	1873	55 4 2	52 16 2	- -	3 15 -	5 - -	-	- - -	- 15 -	62 6 2	Law charges, 15 *l.*
	1874	52 11 6	50 7 7	- -	5 5 -	5 - -	-	2 10 -	- - -	63 2 7	
	1875	52 12 3	40 18 -	- -	5 - -	- - -	-	- - -	- - -	45 18 -	
STIRLING:											
Crossmuirhead to Higginsneuck Ferry.	1871	14 10 3	18 19 10	- -	3 3 -	2 10 -	-	- - -	- - -	24 12 10	
	1872	17 - -	19 16 8	- -	3 3 -	2 10 -	-	- - -	- - -	25 9 8	
	1873	13 5 7	27 - 8	- -	3 3 -	2 10 -	-	- - -	- - -	32 13 8	
	1874	12 15 8	21 12 -	- -	3 3 -	2 10 -	-	- - -	- - -	27 5 -	
	1875	11 15 2	20 2 3	- -	3 3 -	2 10 -	-	- - -	- - -	25 15 3	
Denny to Fintry Branch	1871	161 18 9	95 - 8	- -	10 - -	15 - -	-	- - -	- - -	120 - 8	
	1872	147 11 6	121 12 -	- -	10 - -	15 - -	-	- - -	- - -	146 12 -	
	1873	128 9 6	109 13 2	- -	15 - -	10 - -	-	- - -	- - -	134 13 2	
	1874	119 1 6	106 11 1	- -	15 - -	10 - -	-	- - -	- - -	131 11 1	
	1875	112 7 3	99 6 4	- -	15 - -	10 - -	-	- - -	- - -	124 6 4	

(*a*) Expenses in Parliament in connection with Tramway, &c. Bills.

(*b*) Bonded debt, 51,883 *l.* 4 *s.* 9 *d.*, including 4,405 *l.* postponed debt.

RETURN from the Turnpike Road Trusts of Counties in *Scotland*, in which the Roads are maintained by Tolls under Turnpike Trusts, &c.—*continued*.

COUNTY AND NAME OF TRUST.	Year ending Whitsun-Day.	INCOME.	EXPENDITURE.							* Details of Amounts under Head "Other Expenditure."
			MAINTENANCE.	SALARIES.			INTEREST PAID ON DEBT.		OTHER EXPENDITURE.*	TOTAL EXPENDITURE.	
				Treasurer.	Clerk.	Surveyor.	Rate.	Amount.			
STIRLING—*continued*.		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	*Per cent.*	£. s. d.	£. s. d.	£. s. d.	
Kerse Road and Bridge -	1871	340 – –	200 8 6	– –	21 – –	15 – –	4 and 5 (*a*)	138 – –	21 6 –	395 14 6	Improvements, 21 *l.* 6 *s.*
	1872	340 – –	199 5 6	– –	21 – –	15 – –	4 and 5 (*a*)	138 – –	20 5 –	393 10 6	Improvements, 20 *l.* 5 *s.*
	1873	320 – –	198 12 6	– –	21 – –	15 – –	4 and 5 (*a*)	138 – –	19 5 –	391 17 6	Improvements, 19 *l.* 5 *s.*
	1874	312 – –	196 14 6	– –	21 – –	15 – –	4 and 5 (*a*)	138 – –	15 5 –	385 19 6	Improvements, 15 *l.* 5 *s.*
	1875	300 – –	188 12 6	– –	21 – –	15 – –	4 and 5 (*b*)	138 – –	14 4 6	376 7 –	Improvements, 14 *l.* 4 *s.* 6 *d.*
Linlithgow Bridge to Stirling, &c.	1871	2,506 5 6	1,387 13 3	– –	100 – –	130 – –	4	896 6 2	48 13 9	2,562 13 2	Law charges, 48 *l.* 13 *s.* 9 *d.*
	1872	2,471 7 2	1,489 3 2	– –	100 – –	130 – –	4	894 – 11	– –	2,613 4 1	
	1873	2,390 4 4	1,708 19 10	– –	100 – –	130 – –	4	445 3 4	– –	2,384 3 2	
	1874	2,400 2 7	1,737 7 6	– –	100 – –	130 – –	4	445 3 4	– –	2,412 10 10	
	1875	2,316 16 10	1,629 3 –	– –	100 – –	130 – –	4 and 5	445 3 4	– –	2,304 6 4	
Redrow to Peathill - -	1871	572 – –	269 6 6	– –	10 – –	15 – –	Uncertain	270 3 11	– –	564 10 5	
	1872	607 7 –	264 11 10	– –	10 – –	15 – –	"	270 3 11	– –	559 15 9	
	1873	581 13 7	273 13 10	– –	10 – –	15 – –	"	294 15 2	– –	593 9 –	
	1874	576 5 11	367 – 9	– –	10 – –	15 – –	–	196 10 1	– –	588 10 10	
	1875	570 9 5	412 8 11	– –	10 – –	15 – –	–	171 18 11	– –	609 7 10	
Stirling to Drymen Bridge -	1871	549 6 2	349 1 6	– –	30 – –	50 – –	4 to 5	181 10 1	– –	610 11 7	
	1872	575 19 2	341 11 1	– –	20 – –	30 – –	4 to 5	180 5 6	– –	571 16 7	
	1873	584 16 10	354 – 9	– –	20 – –	30 – –	4 to 5	181 11 11	– –	585 12 8	
	1874	567 19 8	365 2 7	– –	20 – –	30 – –	4 to 5	182 7 9	– –	597 10 4	
	1875	498 14 9	384 18 7	– –	20 – –	30 – –	–	183 1 3	– –	617 19 10	
West Stirlingshire:											
1st District - -	1871	943 13 4	504 15 –	– –	25 – –	45 – –	(*c*) 4	275 13 –	– –	850 8 –	
	1872	999 2 6	619 11 –	– –	25 – –	45 – –	(*c*) 4	273 18 8	– –	963 9 8	
	1873	942 2 9	601 19 6	– –	25 – –	45 – –	–	279 – 6	– –	951 – –	
	1874	988 1 –	606 13 8	– –	25 – –	45 – –	–	282 7 5	– –	959 1 1	
	1875	995 8 3	653 15 2	– –	25 – –	45 – –	–	279 17 –	– –	1,003 12 2	
2nd District - - -	1871	1,344 10 3	989 10 9	– –	50 – –	90 – –	–	– – –	– –	1,129 10 9	
	1872	1,192 14 9	1,011 14 5	– –	50 – –	90 – –	–	– – –	– –	1,151 14 5	
	1873	1,211 15 9	1,034 – 11	– –	50 – –	90 – –	–	– – –	– –	1,174 – 11	
	1874	1,216 4 5	1,235 19 7	– –	50 – –	90 – –	–	– – –	– –	1,375 19 7	
	1875	1,153 13 6	1,096 19 –	– –	50 – –	90 – –	–	– – –	– –	1,236 19 2	
3rd District - - -	1871	541 17 6	342 3 5	– –	25 – –	45 – –	3	5 5 6	200 – –	617 8 11	Debts paid, 200 *l.*
	1872	569 14 3	444 1 6	– –	25 – –	45 – –	–	1 17 7	92 – –	607 19 1	Debts paid, 92 *l.*
	1873	624 5 7	429 5 5	– –	25 – –	45 – –	–	– – –	– –	499 5 5	
	1874	668 – –	527 9 7	– –	25 – –	45 – –	–	– – –	– –	597 9 7	
	1875	641 15 7	563 12 8	– –	25 – –	45 – –	–	– – –	– –	633 12 8	

(*a*) Bonded debt, 2,850 *l.* postponed. (*b*) Bonded debt, 8,850 *l.* Interest paid on 3,450 *l.* (*c*) Bonded debt, 11,078 *l.* 14 *s.* No interest paid on 4,500 *l.* postponed debt.

ABSTRACT.

COUNTY.	Year ending Whitsun-Day.	INCOME.	EXPENDITURE.								* Details of Amounts under Head "Other Expenditure."
			MAINTENANCE.	SALARIES.			INTEREST PAID ON DEBT.		OTHER EXPENDITURE.*	TOTAL EXPENDITURE.	
				Treasurer.	Clerk.	Surveyor.	Rate.	Amount.			
		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	Percent.	£. s. d.	£. s. d.	£. s. d.	
AYR	1871	18,703 6 1	13,131 15 6	374 15 10	336 13 7	867 – 10	–	405 9 2	3,254 9 4	18,370 4 3	Law charges, 3 *l.* 6 *s.* 8 *d.*; improvements, 3,221 *l.* 2 *s.* 8 *d.*; debt paid, 30 *l.*
	1872	18,724 18 9	11,792 7 10	379 2 11	364 8 6	886 16 8	–	508 15 1	4,845 13 11	18,777 4 11	Law charges, 16 *l.* 11 *s.* 7 *d.*; improvements, 4,372 *l.* 19 *s.* 2 *d.*; debt paid, 456 *l.* 3 *s.* 2 *d.*
	1873	17,556 13 6	12,575 18 2	422 3 4	275 19 4	917 – 10	–	444 10 6	1,919 15 2	16,555 7 4	Law charges, 13 *l.* 12 *s.*; improvements, 1,606 *l.* 3 *s.* 2 *d.*; debt paid, 300 *l.*
	1874	17,749 3 4	14,161 14 11	422 3 5	267 13 7	917 – 10	–	515 13 3	4,420 4 4	20,704 10 4	Law charges, 17 *l.* 11 *s.*; improvements, 4,062 *l.* 13 *s.* 4 *d.*; debt paid, 340 *l.*
	1875	17,794 16 8	14,193 16 –	421 10 2	284 6 3	902 – 10	–	238 14 4	2,190 15 7	18,231 3 2	Law charges, 17 *l.* 18 *s.* 4 *d.*; improvements, 2,142 *l.* 17 *s.* 3 *d.*; debt paid, 30 *l.*
BANFF	1871	43 6 4	6 14 9	- -	3 3 –	5 – –	–	- -	- -	14 17 9	
	1872	52 – 6	13 17 8	- -	20 16 5	5 – –	–	- -	- -	39 14 1	
	1873	42 14 9	12 2 3	- -	11 17 5	5 – –	–	- -	- -	28 19 8	
	1874	44 7 4	16 8 1	- -	3 3 –	5 – –	–	- -	- -	24 11 1	
	1875	28 – 2	10 15 11	3 6 9	17 7 11	5 – –	–	- -	- -	36 10 7	
BERWICK	1871	4,702 5 4	2,885 13 8	- -	175 4 –	236 17 6	–	802 13 6	346 3 1	4,446 11 9	Law charges, 101 *l.* 4 *s.* 11 *d.*; improvements, 44 *l.* 18 *s.* 2 *d.*; debt paid, 200 *l.*
	1872	4,704 4 1	3,090 10 1	- -	175 4 –	236 17 6	–	748 15 8	583 12 2	4,834 19 5	Law charges, 19 *l.* 7 *s.* 8 *d.*; improvements, 244 *l.* 4 *s.* 6 *d.*; debt paid, 320 *l.*
	1873	4,563 17 6	3,011 4 –	26 2 10	149 19 –	236 17 6	–	583 – 2	394 5 11	4,401 9 5	Law charges, 12 *l.* 11 *s.* 5 *d.*; improvements, 61 *l.* 14 *s.* 6 *d.*; debt paid, 320 *l.*
	1874	4,499 14 1	3,283 9 –	- -	175 4 –	236 17 6	–	439 13 9	472 15 –	4,607 19 3	Law charges, 2 *l.* 8 *s.*; improvements, 270 *l.* 7 *s.*; debt paid, 200 *l.*
	1875	4,572 16 1	3,033 10 4	- -	175 4 –	236 17 6	–	467 10 7	389 2 1	4,302 4 6	Law charges, 3 *l.* 16 *s.*; improvements, 65 *l.* 6 *s.* 1 *d.*; debt paid, 320 *l.*
CLACKMANNAN	1871	3,503 6 7	1,585 4 1	- -	70 – –	180 4 –	–	1,346 – 2	239 15 2	3,421 3 5	Improvements, 29 *l.* 15 *s.* 2 *d.*; debt paid, 210 *l.*
	1872	3,427 18 3	1,547 16 1	- -	70 – –	180 4 –	–	1,273 12 10	312 16 9	3,384 9 8	Improvements, 62 *l.* 16 *s.* 9 *d.*; debt paid, 250 *l.*
	1873	3,422 17 5	1,845 1 4	- -	70 – –	180 4 –	–	1,287 19 4	172 14 –	3,555 18 8	Improvements, 122 *l.* 14 *s.*; debt paid, 50 *l.*
	1874	3,253 18 3	1,749 4 8	- -	70 – –	180 4 –	–	1,246 14 2	118 – 6	3,364 3 4	Improvements, 38 *l.* – *s.* 6 *d.*; debt paid, 80 *l.*
	1875	3,459 7 4	1,803 5 1	- -	70 – –	180 4 –	–	1,233 5 1	53 13 3	3,340 7 5	Law charges, 53 *l.* 13 *s.* 3 *d.*
DUMBARTON	1871	5,374 12 4	3,419 11 8	50 – –	120 5 –	193 – –	–	1,090 10 1	319 5 10	5,192 12 7	Law charges, 49 *l.* 5 *s.* 10 *d.*; improvements, 70 *l.*; debt paid, 200 *l.*
	1872	5,275 9 –	3,995 12 –	50 – –	115 5 –	198 – –	–	718 – 10	51 10 2	5,128 8 –	Law charges, 51 *l.* 10 *s.* 2 *d.*
	1873	5,617 19 3	3,977 14 3	50 – –	115 5 –	213 – –	–	614 19 8	423 1 2	5,394 – 1	Law charges, 23 *l.* 1 *s.* 2 *d.*; debt paid, 400 *l.*
	1874	4,696 1 2	4,508 16 9	60 – –	105 5 –	193 – –	–	439 8 10	28 2 4	5,334 12 11	Law charges, 28 *l.* 2 *s.* 4 *d.*
	1875	4,997 5 8	4,591 15 8	50 – –	115 5 –	175 – –	–	376 16 7	11 5 1	5,320 2 4	Law charges, 11 *l.* 5 *s.* 1 *d.*
DUMFRIES	1871	3,664 13 10	2,222 8 3	50 – –	188 3 2	315 – –	–	41 16 4	101 – 5	2,918 8 2	Improvements, 51 *l.* – *s.* 5 *d.*; debts paid, 50 *l.*
	1872	3,893 18 –	2,781 4 11	50 – –	190 13 6	317 10 –	–	642 – 1	103 15 5	4,085 3 11	Improvements, 23 *l.* 15 *s.* 5 *d.*; debts paid, 80 *l.*
	1873	3,651 2 8	2,526 6 3	50 – –	192 1 6	348 17 2	–	22 12 3	58 16 5	3,198 13 7	Law charges, 26 *l.* 14 *s.* 4 *d.*; improvements, 32 *l.* 2 *s.* 1 *d.*
	1874	3,867 7 4	2,853 17 –	50 – –	244 5 5	310 – –	–	21 – –	18 9 2	3,497 11 7	Law charges, 13 *l.* 13 *s.* 8 *d.*; improvements, 4 *l.* 15 *s.* 6 *d.*
	1875	3,975 1 5	3,196 14 9	50 – –	240 12 9	310 – –	–	- -	303 – 8	4,105 8 2	Law charges, 105 *l.* 14 *s.* 2 *d.*; debt paid, 202 *l.* 6 *s.* 6 *d.*

RETURN from the Turnpike Road Trusts of Counties in *Scotland*, in which the Roads are maintained by Tolls under Turnpike Trusts, &c.—ABSTRACT—*continued*.

COUNTY.	Year ending Whitsun-Day.	INCOME.	EXPENDITURE.							* Details of Amounts under Head "Other Expenditure."
			MAINTENANCE.	SALARIES.			INTEREST PAID ON DEBT.		OTHER EXPENDITURE.*	TOTAL EXPENDITURE.	
				Treasurer.	Clerk.	Surveyor.	Rate.	Amount.			
		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	Per cent.	£. s. d.	£. s. d.	£. s. d.	
EDINBURGH - -	1871	20,261 1 11	15,503 7 5	- - -	362 10 -	1,335 3 4	-	122 9 6	3,532 17 4	20,856 7 7	Law charges, 70 *l.* 13 *s.* 11 *d.*; annuities, 74 *l.*; improvements, 2,888 *l.* 3 *s.* 5 *d.*; debt paid, 500 *l.*
	1872	21,970 10 7	15,278 3 7	- - -	362 10 -	1,323 1 4	-	159 14 10	4,522 16 10	21,646 6 7	Law charges, 61 *l.* 12 *s.* 10 *d.*; annuities, 58 *l.* 13 *s.* 3 *d.*; improvements, 3,902 *l.* 10 *s.* 9 *d.*; debt paid, 500 *l.*
	1873	19,734 13 7	15,840 3 8	- - -	362 10 -	1,332 16 4	-	286 11 10	3,390 - 5	21,212 2 3	Law charges, 21 *l.* 12 *s.* 9 *d.*; annuities, 7 *l.* 10 *s.*; improvements, 3,360 *l.* 17 *s.* 8 *d.*
	1874	19,437 1 3	16,045 1 -	- - -	362 10 -	1,332 17 -	-	333 16 9	2,745 9 -	20,819 13 9	Law charges, 37 *l.* 6 *s.* 4 *d.*; annuities, 12 *l.* 10 *s.*; improvements, 2,695 *l.* 12 *s.* 8 *d.*
	1875	18,936 2 2	16,484 14 -	- - -	362 10 -	1,321 6 -	-	321 12 9	3,611 12 2	22,101 14 11	Law charges, 1,292 *l.* - *s.* 3 *d.*; annuities, 7 *l.* 10 *s.*; improvements, 2,312 *l.* 1 *s.* 11 *d.*
ELGIN - - - -	1871	216 14 3	7 2 6	10 10 -	5 5 -	- - -	-	78 15 -	67 15 -	169 7 6	Debt paid, 67 *l.* 15 *s.*
	1872	208 1 6	75 7 -	10 10 -	5 5 -	- - -	-	70 11 3	118 10 -	280 3 3	Debt paid, 118 *l.* 10 *s.*
	1873	221 13 10	215 13 1	10 10 -	5 5 -	- - -	-	64 17 5	- 8 -	296 13 6	Debt paid, 8 *s.*
	1874	215 18 3	20 6 8	- - -	15 15 -	- - -	-	64 11 11	- - -	100 13 7	
	1875	224 9 3	17 8 1	10 10 -	5 5 -	- - -	-	64 11 11	115 14 11	213 9 11	Improvements, 11 *l.* 15 *s.* 11 *d.*; debt paid, 103 *l.* 19 *s.*
FIFE - - - -	1871	10,944 11 2	9,218 16 1	101 18 4	228 4 7	795 2 3	-	166 2 1	275 14 6	10,785 17 10	Improvements, 275 *l.* 14 *s.* 6 *d.*
	1872	11,302 14 6	8,925 11 2	101 18 4	222 11 9	713 - 6	-	182 14 4	881 18 4	11,027 14 5	Law charges, 41 *l.* 6 *s.* 11 *d.*; improvements, 640 *l.* 11 *s.* 5 *d.*; debt paid, 200 *l.*
	1873	10,992 13 3	9,446 16 3	105 18 2	218 19 9	734 3 3	-	144 17 10	404 3 6	11,054 18 9	Improvements, 370 *l.* 13 *s.* 6 *d.*; debt paid, 33 *l.* 10 *s.*
	1874	11,146 9 2	9,250 15 11	97 8 6	167 8 -	588 3 6	-	154 6 -	367 10 7	10,625 12 6	Improvements, 367 *l.* 10 *s.* 7 *d.*
	1875	11,790 12 8	9,533 7 5	101 18 4	221 7 9	792 6 4	-	153 1 3	121 12 8	10,923 13 9	Improvements, 121 *l.* 12 *s.* 8 *d.*
FORFAR - - -	1871	9,493 11 8	6,878 8 6	95 - -	289 18 10	527 15 -	-	1,889 2 2	503 12 5	10,183 16 11	Improvements, 503 *l.* 12 *s.* 5 *d.*
	1872	18,933 1 9	6,917 17 7	95 - -	283 2 10	527 15 -	-	1,174 4 3	10,981 10 11	19,979 10 7	Law charges, 384 *l.* 11 *s.* 6 *d.*; improvements, 226 *l.* 19 *s.* 5 *d.*; debt paid, 10,350 *l.*
	1873	13,040 17 10	7,119 16 6	110 - -	275 4 8	522 10 -	-	1,382 2 9	968 6 7	10,378 - 6	Law charges, 229 *l.* 17 *s.* 11 *d.*; improvements, 25 *l.* 10 *s.* 9 *d.*; debt paid, 712 *l.* 17 *s.* 11 *d.*
	1874	10,124 18 7	7,554 18 2	131 10 -	231 10 8	527 10 -	-	1,379 2 8	85 2 3	9,909 13 9	Law charges, 59 *l.* 13 *s.* 11 *d.*; improvements, 19 *l.* 17 *s.* 11 *d.*; debt paid, 5 *l.* 10 *s.* 5 *d.*
	1875	10,160 17 7	6,927 6 -	40 - -	340 2 2	385 10 5	-	1,310 - 7	209 13 2	9,212 12 4	Law charges, 200 *l.* 15 *s.* 6 *d.*; annuities, 1 *l.* 12 *s.* 10 *d.*; improvements, 7 *l.* 4 *s.* 10 *d.*
KINCARDINE - -	1871	2,020 8 1	1,465 19 9	19 16 6	80 15 -	87 19 6	-	783 2 1	2 - 4	2,439 13 2	Land purchased, 2 *l.* - *s.* 4 *d.*
	1872	1,917 14 10	481 15 6	19 16 6	55 11 10	65 2 -	-	805 18 11	1 10 4	1,429 15 1	Land purchased, 1 *l.* 10 *s.* 4 *d.*
	1873	1,690 16 7	1,005 12 9	19 16 6	55 6 4	67 15 6	-	742 11 8	2 - 4	1,893 3 1	Land purchased, 2 *l.* - *s.* 4 *d.*
	1874	1,837 19 -	892 5 7	19 16 6	54 16 6	67 2 -	-	744 17 1	102 - 4	1,880 18 -	Land purchased, 2 *l.* - *s.* 4 *d.*; debt paid, 100 *l.*
	1875	1,739 6 4	1,053 9 -	19 16 6	55 12 4	77 7 6	-	696 4 -	52 - 4	1,954 9 8	Land purchased, 2 *l.* - *s.* 4 *d.*; debt paid, 50 *l.*
KINROSS - - -	1871	2,347 7 6	1,130 1 10	83 8 -	36 11 1	170 - -	-	717 12 -	14 17 1	2,152 10 -	Improvements, 14 *l.* 17 *s.* 1 *d.*
	1872	2,188 16 9	1,112 17 2	83 8 -	36 11 1	170 - -	-	717 12 -	3 - -	2,123 8 3	Improvements, 3 *l.*
	1873	2,271 8 8	1,186 6 4	90 15 1	29 4 -	168 3 -	-	717 12 -	- - -	2,192 - 5	
	1874	1,997 17 3	1,366 16 10	258 8 -	11 11 1	18 3 -	-	716 5 7	3 14 2	2,374 18 8	Law charges, 3 *l.* 14 *s.* 2 *d.*
	1875	2,405 14 3	1,421 19 8	8 8 -	261 11 1	18 3 -	-	716 5 7	400 17 -	2,827 4 4	Law charges, 44 *l.* 14 *s.* 5 *d.*; debt paid, 356 *l.* 2 *s.* 7 *d.*

	1872	62,077 6 2	31,650 4 2	730 10 –	730 10 –	1,176 13 9	–	6,106 11 6	20,805 – 3	61,199 9 8	Law charges, 2,293 *l.* 9 *s.* 3 *d.*; improvements, 16,123 *l.* 7 *s* 9 *d.*; debt paid, 2,388 *l.* 3 *s.* 3 *d.*
	1873	60,744 2 6	29,347 6 10	966 10 –	511 13 4	1,100 5 –	–	6,430 2 10	14,760 3 4	53,116 1 4	Law charges, 3,218 *l.* 17 *s.* 3 *d.*; improvements, 1,469 *l.* 1 *s.* 4 *d.*; debt paid, 10,039 *l.* 9 *s.* 6 *d.*; land purchased, 32 *l.* 15 *s.* 3 *d.*
	1874	65,371 3 –	34,121 8 11	621 8 9	886 14 –	1,050 15 –	–	5,760 3 9	7,325 17 11	49,766 8 4	Law charges, 671 *l.* 19 *s.*; improvements, 485 *l.* 19 *s* 11 *d.*; debt paid, 6,167 *l.* 19 *s.*
	1875	62,485 18 5	33,593 5 4	644 1 6	888 – –	1,140 5 –	–	5,378 16 8	27,503 16 2	69,148 4 8	Law charges, 1,213 *l.* 1 *s.* 3 *d.*; improvements, 8,120 *l.* 14 *s.* 9 *d.*; debt paid, 18,170 *l.* – *s.* 2 *d.*
LINLITHGOW - -	1871	1,959 15 7	1,340 3 5	- -	60 - –	152 – –	–	184 13 10	322 7 4	2,059 4 7	Law charges, 6 *l.* 5 *s.* 8 *d.*; improvements, 66 *l.* 1 *s.* 8 *d.*; debt paid, 250 *l.*
	1872	1,960 5 3	1,372 17 –	- -	60 – –	152 – –	–	173 14 5	310 15 –	2,069 6 5	Law charges, 17 *l.* 2 *s.* 1 *d.*; improvements, 293 *l.* 12 *s.* 11 *d.*
	1873	1,984 11 7	1,439 19 3	- -	60 – –	152 – –	–	175 2 6	163 1 1	1,990 2 10	Law charges, 9 *l.* 12 *s.* 11 *d.*; improvements, 138 *l.* 8 *s.* 2 *d.*; debt paid, 15 *l.*
	1874	1,836 10 7	1,413 18 11	- -	60 – –	152 – –	–	175 17 5	641 7 5	2,443 3 9	Law charges, 10 *l.* 4 *s.* 11 *d.*; improvements, 631 *l.* 2 *s.* 6 *d.*
	1875	1,954 8 2	1,475 8 6	- -	60 – –	152 – –	–	176 10 4	55 17 1	1,919 15 11	Law charges, 5 *l.* 18 *s.* 8 *d.*; improvements, 49 *l.* 18 *s.* 5 *d.*
PERTH - - - - -	1871	15,212 – 8	8,586 9 4	92 2 6	379 6 –	743 19 6	–	3,694 15 9	1,058 1 5	14,554 14 6	Law charges, 58 *l.* 1 *s.* 5 *d.*; debt paid, 1,000 *l.*
	1872	13,433 19 11	7,618 7 6	86 17 6	392 6 –	732 – 6	–	4,344 19 4	894 1 10	14,068 12 8	Law charges, 91 *l.* 19 *s.* 4 *d.*; improvements, 5 *l.* 17 *s.* 10 *d.*; debt paid, 796 *l.* 4 *s.* 8 *d.*
	1873	13,245 17 3	7,811 7 2	75 2 6	411 13 6	724 8 –	–	3,123 15 9	275 10 9	12,421 17 8	Law charges, 28 *l.* 17 *s.* 8 *d.*; improvements, 22 *l.* – *s.* 7 *d.*; debt paid, 224 *l.* 12 *s.* 6 *d.*
	1874	13,043 – 8	8,247 13 4	75 2 6	411 18 6	720 4 –	–	3,301 3 –	885 9 2	13,641 10 6	Law charges, 49 *l.* 4 *s.* 10 *d.*; improvements, 3 *l.* 7 *s.* 6 *d.*; debt paid, 832 *l.* 16 *s.* 10 *d.*
	1875	12,917 5 10	7,979 18 5	104 2 6	411 13 6	691 4 –	–	4,319 12 1	254 11 11	13,761 2 5	Law charges, 51 *l.* 11 *s.* 3 *d.*; improvements, 203 *l.* – *s.* 8 *d.*
RENFREW - - - -	1871	18,349 10 7	13,216 – 9	- -	468 10 –	350 – –	–	2,271 14 10	3,279 7 8	19,585 13 3	Law charges, 1,172 *l.* 10 *s.* 11 *d.*; improvements, 206 *l.* 16 *s.* 9 *d.*; debt paid, 1,900 *l.*
	1872	19,587 8 3	14,013 10 11	- -	468 10 –	350 – –	–	2,717 19 11	1,830 18 7	19,380 19 5	Law charges, 1,030 *l.* 18 *s.* 7 *d.*; debt paid, 800 *l.*
	1873	19,065 14 –	14,609 3 7	- -	468 10 –	350 – –	–	1,913 16 9	2,261 16 7	19,603 6 11	Law charges, 895 *l.* 8 *s.* 8 *d.*; debt paid, 1,366 *l.* 7 *s.* 11 *d.*
	1874	19,542 – 3	15,468 17 5	- -	468 10 –	400 – –	–	2,186 8 4	413 9 3	18,937 5 –	Law charges, 413 *l.* 9 *s.* 3 *d.*
	1875	19,675 19 8	16,988 17 10	- -	468 10 –	450 – –	–	1,834 5 6	763 – –	20,504 13 4	Law charges, 763 *l.*
ROXBURGH - - -	1871	5,307 16 1	3,580 5 2	- -	193 19 10	428 10 –	–	821 17 –	9 13 9	5,034 5 9	Law charges, 9 *l.* 13 *s.* 9 *d.*
	1872	4,914 5 5	3,204 19 3	- -	192 19 –	428 10 –	–	905 10 6	9 – 6	4,740 19 3	Law charges, 9 *l.* – *s.* 6 *d.*
	1873	5,221 17 6	3,795 14 7	- -	193 10 –	428 10 –	–	704 – 6	9 19 1	5,131 14 2	Law charges, 9 *l.* 19 *s.* 1 *d.*
	1874	4,686 11 6	3,495 7 –	- -	195 – –	428 10 –	–	929 16 3	- -	5,048 13 3	
	1875	5,015 10 5	3,888 12 –	- -	194 15 –	407 1 9	–	578 18 7	94 10 –	5,163 17 4	Improvements, 94 *l.* 10 *s.*
STIRLING - - -	1871	6,974 1 9	4,156 19 5	- -	274 3 –	407 10 –	–	1,766 18 8	269 19 9	6,875 10 10	Law charges, 48 *l.* 13 *s.* 9 *d.*; improvements, 21 *l.* 6 *s.*; debt paid, 200 *l.*
	1872	6,920 16 4	4,511 7 2	- -	264 3 –	387 10 –	–	1,758 6 7	112 5 –	7,033 11 9	Improvements, 20 *l.* 5 *s.*; debt paid, 92 *l.*
	1873	6,796 13 11	4,737 6 7	- -	269 3 –	382 10 –	–	1,338 10 11	19 5 –	6,746 15 6	Improvements, 19 *l.* 5 *s.*
	1874	6,860 10 9	5,164 11 3	- -	269 3 –	382 10 –	–	1,244 8 7	15 5 –	7,075 17 10	Improvements, 15 *l.* 5 *s.*
	1875	6,601 – 9	5,047 18 7	- -	269 3 –	382 10 –	–	1,218 – 6	14 4 6	6,931 16 7	Improvements, 14 *l.* 4 *s.* 6 *d.*
TOTALS - - -	1871	202,215 8 –	123,016 3 11	1,533 9 2	4,078 2 1	7,952 16 11	–	23,174 11 9	44,129 17 3	203,885 1 1	Land purchased, 2 *l.* – *s.* 4 *d.*; law charges, 4,618 *l.* 7 *s.* 8 *d.*; annuities, 74 *l.*; improvements, 34,477 *l.* 12 *s.* 7 *d.*; debt paid, 4,957 *l.* 16 *s.* 8 *d.*
	1872	201,493 9 10	118,384 6 7	1,607 3 3	4,010 7 11	7,850 1 3	–	23,009 2 4	46,368 16 –	201,229 17 4	Land purchased, 21 *l.* 10 *s.* 4 *d.*; law charges, 4,017 *l.* 10 *s.* 5 *d.*; annuities, 58 *l.* 13 *s.* 3 *d.*; improvements, 25,920 *l.* – *s.* 11 *d.*; debt paid, 16,351 *l.* 1 *s.* 1 *d.*
	1873	189,866 5 7	120,503 12 10	1,926 18 5	3,676 1 10	7,864 – 7	–	19,977 4 8	25,223 7 4	179,171 5 8	Land purchased, 34 *l.* 15 *s.* 7 *d.*; law charges, 4,490 *l.* 5 *s.* 2 *d.*; annuities, 7 *l.* 10 *s.*; improvements, 7,228 *l.* 10 *s.* 9 *d.*; debt paid, 13,462 *l.* 5 *s.* 10 *d.*
	1874	190,210 11 9	129,615 11 6	1,735 17 8	4,000 7 9	7,509 16 10	–	19,653 7 4	17,642 16 5	180,157 17 5	Land purchased, 2 *l.* – *s.* 4 *d.*; law charges, 1,307 *l.* 7 *s.* 5 *d.*; annuities, 12 *l.* 10 *s.*; improvements, 8,594 *l.* 12 *s.* 5 *d.*; debt paid, 7,726 *l.* 6 *s.* 3 *d.*
	1875	188,734 12 10	131,242 2 7	1,453 13 9	4,441 5 9	7,626 16 4	–	19,084 6 4	36,150 6 7	199,998 11 4	Land purchased, 2 *l.* – *s.* 4 *d.*; law charges, 3,763 *l.* 8 *s.* 2 *d.*; annuities, 9 *l.* 2 *s.* 10 *d.*; improvements, 13,143 *l.* 7 *s.*; debt paid, 19,232 *l.* 8 *s.* 3 *d.*

TURNPIKE ROADS (COUNTIES, SCOTLAND).

RETURN from the Turnpike Road Trusts of the Counties of *Renfrew* and *Lanark*, and of the other Counties in *Scotland* in which the Roads are Maintained by Tolls under Turnpike Trusts, of the Annual Revenue and Expenditure of the several Trusts for the Five Years ending 31 May 1875; &c.

(*Mr. James Barclay.*)

Ordered, by The House of Commons, *to be Printed,*
10 *July* 1876.

346.

Under 3 *oz.*

529.

TOLLS ON ROADS (SCOTLAND).

RETURN to an Address of the Honourable The House of Commons, dated 23 May 1876;—*for*,

"RETURN of the Names of the COUNTIES in *Scotland* in which TOLLS have been Abolished or are not Exacted, giving in respect of each for the Year 1875-6—(1) the Valuation of the County as appearing on the Valuation Roll; (2) the Assessment, or where there are Districts the Average Assessment per £. Levied for Management and Maintenance of Roads; (3) the Assessment per £. for Debt; (4) the Assessment per £. for New Works; and (5) the Total Assessment per £. for Road Purposes."

Crown Office, Edinburgh, 21 June 1876.

JAS. AULDJO JAMIESON, Crown Agent.

(*Sir William Maxwell.*)

Ordered, by The House of Commons, *to be Printed*, 22 *June* 1876.

RETURN of the NAMES of the COUNTIES in *Scotland* in which TOLLS have been Abolished, or are not Exacted, giving, in respect to each, for the Year 1875–76, the following Particulars:

COUNTY.	Valuation of County, as appearing on Valuation Roll.	ASSESSMENT PER £. LEVIED. (1.) For Management and Maintenance of Roads.	(2.) For Debt.	(3.) For New Works.	TOTAL Assessment per £. for Road Purposes.	REMARKS.
ABERDEEN - -	£. s. d. 778,612 4 4	6 *d.* per £. (Maximum allowed by Act).	1 *d.* per £. - - -	Special assessment for rebuilding bridge at Aboyne (spread over period of 10 years), 0·154 *d.* per £. Special assessment for improving certain roads in Ellon District (over seven years), 0·513 *d.* per £.	7 *d.*; but *see* Column (3).	
ARGYLL - - -	461,941 12 11	The county is divided into 11 districts; the average assessment for the maintenance of roads is 7 *d.* per £.	No debt - - -	No separate assessment for new works.	Total average assessment is 7 *d.* per £.	One-half of assessment is payable by proprietors, and the other half by the occupiers.
BUTE - - -	56,282 - -	Nil - - - - -	Nil - - - -	Nil - - - -	Nil - - - -	The roads in this county are kept up by private arrangements between landlords and tenants.
CAITHNESS - -	£. s. d. 122,088 19 -	9 *d.* per £. (no separate districts).	Nil - - - -	No special assessment -	9 *d.* per £.	
	Deduct,—Burgh of Barony of Thurso, the roads in which are under the management of the Police Commissioners of that town - - - 6,796 12 -					
	£. 115,292 7 -					
HADDINGTON - -	320,595 12 -	6 *d.* per £. - - - -	Nil - - - -	Nil - - - -	6 *d.* per £.	
INVERNESS - -	No return yet received.					
KIRKCUDBRIGHT -	(1.) Kirkcudbright District:					
	63,024 8 10	Less Exemptions, *see* Remarks -				
	4,214 - -	Realised from railways - - } 4½ *d.* per £.	Nil - - - -	Nil - - - -	- - -	Exemptions embrace school-houses, reformatories, houses of refuge, poor's houses, public lunatic asylum, town house, sheriff, burgh, or justice of the peace court-houses, town and county prison, police station, or lock-up houses, or houses for religious worship, or charitable purposes.
	(2.) Castle Douglas District:					
	65,442 9 11	Less Exemptions -				
	5,693 - -	Realised from railways - - } 4½ *d.* per £.	Nil - - - -	Nil - - - -		

	(3.) Dalbeattie District: 56,207 18 9 7,263 – –	Less Exemptions - Realised from Railways - - } 4 *d.* per £.	Nil	Nil	–	This Return is applicable to the year 1874–75, the accounts for 1875–76 not having yet been made up.
	(4). Kirkbean and New Abbey District: 16,928 17 6 49 – –	Less Exemptions - Realised from Railways - - } 4 *d.* per £.	Nil	Nil		
	(5.) Maxwelltown District: 522,226 17 5 4,984 – –	Less Exemptions - Realised from Railways - - } 4 *d.* per £.	Nil	Nil		
	(6.) New Galloway District: 43,259 8 4 715 – –	Less Exemptions - Realised from Railways - - } 5 *d.* per £.	Nil	Less Exemptions - - From Railways } ¼ *d.* per £.	Average, 4¾ *d.* per £.	
	(7.) Creeborne District: 43,643 2 3 3,797 – –	Less Exemptions - Realized from Railways - - } 3½ *d.* per £.	Nil	Nil		
	£. 367,449 3 1					
	General Account of Management: 340,733 13 – 26,715 – –	Realised from respective Districts Realised from Railways - - } ½ *d.* per £.	Nil	Nil		
Nairn - - -	32,924 9 11	7 *d.* per £. - - - -	1½ *d.* per £. on proprietors alone.	Nil	8½ *d.* per £.	
Orkney - - -	1st District: 31,305 14 10	District assesment on owners of land, 1 *s.* per £. District assessment on owners of houses, 6 *d.* per £. Statute labour commutation assessment on occupiers of land, 1 *s.* per £. Statute labour commutation assessment on occupiers of houses, 6 *d.* per £. *Note.*—No occupier below 2 *l.* of rent is assessable.	Nil	Nil	*Vide* previous Column, headed, "For Management and Maintenance of Roads."	The county for road purposes is divided into districts, under two local Acts of Parliament, passed in the year 1857 and 1867. These Districts are: Valuation. £. s. d. (1.) The Mainland District - - - 31,305 14 10 (2.) The Districts of South Ronaldshay Walls, Westray, Stronsay, and Sanday - - 19,089 6 11 (3.) The Districts of Shapinsay, Ronsay, and Eday - 5,761 19 – (4.) Hoy and Graemsay - - - 830 17 3 £. 56,987 18 –
	2nd District: 19,089 6 11	Ditto - ditto - -	Nil	Nil.		
	3rd District: 5,761 19 –	Statute labour commutation assessment on occupiers of land, 1 *s.* per £. Statute labour commutation assessment on occupiers of houses, 6 *d.* per £.	Nil	Nil.		
	4th District: 830 17 3	Statute labour commutation assessment on occupiers of land, 6 *d.* per £. Statute labour commutation assessment on occupiers of houses, 3 *d.* per £.	Nil	Nil.		The remaining islands have not come under the Statutes, and consequently no assessments are levied. The gross valuation of the conuty (exclusive of the Royal Burgh of Kirkwall) is - - £. 60,284 4 1

RETURN of the Names of Counties in *Scotland* in which Tolls have been Abolished, or are not Exacted, giving, in respect to each, for the Year 1875-76, the following Particulars—*continued*.

COUNTY.	Valuation of County, as appearing on Valuation Roll.	ASSESSMENT PER £. LEVIED. (1.) For Management and Maintenance of Roads.	(2.) For Debt.	(3.) For New Works.	TOTAL Assessment per £. for Road Purposes.	REMARKS.
PEEBLES - - -	£. s. d. 134,845 13 1	4½ *d.* per £. - - -	2¼ *d.* per £. Scots of old valued rent, which old valued rent amounts to 51,937 *l.* 13 *s.* 10 *d.*	¼ *d.* per £. - - - -	The total assessment per £. for road purposes (converting the assessment for debt from being on valued rent to being on real rent) was 5½ *d.* per £.	
ROSS AND CROMARTY	Total valuation, exclusive of Burghs - - - £. s. d. 276,984 12 2 Deduct,—Valuation of Lews, administered by separate trustees - - 24,342 2 8 £. 252,642 9 6	Assessment on the mainland of Ross and Cromarty, exclusive of burghs and Lews, 5 $\frac{3}{12}$ *d.* per £.	6th District, 2 $\frac{1}{12}$ *d.* per £. 8th District, 1 $\frac{4}{12}$ *d.* per £.	Nil - - - - -	Management and maintenance, 5 $\frac{3}{12}$ *d.* For debt, 2 $\frac{7}{12}$ *d.*; 1 $\frac{4}{12}$ *d.*	The Burghs of Tain, Fortrose, and Cromarty maintain their own roads; the roads in the Island of Lews are managed in two districts by trustees and officials different from those of the mainland.
	Burgh of Dingwall: Total rental - 7,257 3 9	Assessment of Burgh of Dingwall, 5 $\frac{3}{12}$ *d.* per £.				
SELKIRK - -	111,936 - -	6 *d.* per £. - - - - -	Nil - - - - -	$\frac{3}{12}$ *d.* - - - - -	6 $\frac{3}{12}$ *d.*	
SUTHERLAND - -	82,369 15 -	7 *d.* per £. on all lands, &c. of 10 *l.* and upwards, and 6 *d.* per £. on all lands, &c. under 10 *l.*	Nil - - - -	Nil - - - -	7 *d.* per £. and 6 *d.* per £.	This Return applies only to the county roads under the management of the Sutherland Road Trustees, appointed and acting under a local Act of Parliament, 6 & 7 Vict. c. 81. There are other roads, formerly under the management of the Commissioners of Highland Roads and Bridges, now under the management of the Commissioners of Supply, not included in this Return.
WIGTOWN - -	£. s. d. - - - - - - 222,841 11 8 Public buildings exempt - 1,487 - - £. 221,354 11 8 Gross valuation of Royal Burghs of Wigton and Whithorn included in assessment under "Wigtownshire Roads Act, 1865" - £. 8,728 11 4 Public buildings exempt 497 - - 8,231 11 4 Amount on which assessments imposed - - £. 229,586 3 -	Assessment for Management and Maintenance of Roads, one half on Owners and other half on Occupiers: In Upper District, 4¼ *d.* per £. In Lower District, 4 *d.* per £.	Nil - - - -	Assessment on New Works wholly on Proprietors: In Upper District, ½ *d.* per £. In Lower District, ¼ *d.* per £.	Total Assessment for Road Purposes: Upper District, 4 $\frac{3}{4}$ *d.* per £. Lower District, 4¼ *d.* per £.	

TOLLS ON ROADS (SCOTLAND).

RETURN of the Names of the Counties in *Scotland* in which Tolls have been Abolished or are not Exacted, giving in respect of each for the Year 1875-6—(1) the Valuation of the County as appearing on the Valuation Roll; (2) the Assessment, or where there are Districts the Average Assessment per £. Levied for Management and Maintenance of Roads; (3) the Assessment per £. for Debt; (4) the Assessment per £. for New Works; and (5) the Total Assessment per £. for Road Purposes.

(*Sir William Maxwell.*)

Ordered, by The House of Commons, *to be Printed,*
22 *June* 1876.

Under 1 *oz.*

RETURN to an Order of the Honourable The House of Commons, dated 9 March 1876;

THAT the Board of Trade do present to this House a REPORT on the LONDON, BRIGHTON, AND SOUTH COAST RAILWAY (VARIOUS POWERS) BILL.

1876.

REPORT OF THE BOARD OF TRADE.

LONDON, BRIGHTON, AND SOUTH COAST RAILWAY (VARIOUS POWERS) BILL.

BY this Bill it is proposed (among other things) to authorise the London, Brighton, and South Coast Railway Company, who are part owners with the Western of France Railway Company of a fleet of steamers which ply between Newhaven, in the county of Sussex, and Dieppe, in France, to contract with the trustees acting under the powers of "The Newhaven Harbour and Ouse Lower Navigation Act, 1847," in the Bill called the Newhaven Harbour Trustees, for the transfer to the Company of Newhaven Harbour, and of all the rights, powers, and privileges of the trustees with relation to the same.

The Board of Trade desire, in directing the attention of Parliament to this Bill, to refer especially to pages xix and xx of the Report from the Joint Select Committee of the Two Houses of Parliament on Railway Companies Amalgamations in 1872, on the subject of competition by sea, and of the acquisition by Railway Companies of Public Harbours, and to the 156th Standing Order of the House of Commons.

The Board of Trade have no evidence before them to show what are the circumstances which induce the trustees of Newhaven Harbour to consent to the proposed transfer. Newhaven Harbour is at present, no doubt, for all practical purposes, a ferry harbour, and chiefly used by the steamboats of the London, Brighton, and South Coast Railway Company; and it is possible that the convenience of the ferry traffic will be promoted by the proposed change. On the other hand, so long as the Harbour remains in even nominally independent hands, it would seem as if the Company might always be subject to the risk of competition by independent shipowners, in the event of their neglecting the steamboat service or raising their fares unreasonably.

Under these circumstances, the Board of Trade think it right to call the attention of Parliament to the Bill, and to suggest that, having regard to the recommendations of the Joint Committee above referred to, the Railway Company should be called upon to make good their case.

Board of Trade,
6th March 1876.

T. H. Farrer.

HARBOUR, &c. BILLS.

1876.

REPORT OF THE BOARD OF TRADE.

LONDON, BRIGHTON, AND SOUTH COAST RAILWAY (VARIOUS POWERS) BILL.

Ordered, by The House of Commons, *to be Printed*,
9 *March* 1876.

RETURN to an Order of the Honourable The House of Commons, dated 9 March 1876;

THAT the Board of Trade do present to this House a REPORT on the QUEENBOROUGH HARBOUR BILL.

1876.

REPORT OF THE BOARD OF TRADE.

QUEENBOROUGH HARBOUR BILL.

By this Bill it is proposed to enable the Corporation of the borough of Queenborough, in the county of Kent, to erect and maintain buoys and lights, and to place and maintain moorings within the Harbour of Queenborough, the limits of which are defined in the Bill as extending from the King's Ferry to Swale's Spit; to make bye-laws for the regulation and use of the Harbour; to levy tolls; and to borrow money.

The 9th clause of the Bill is as follows:—

> All dues, tolls, and duties demanded and taken by the Corporation under this Act shall be applied in payment of the interest from time to time due in respect of any moneys borrowed under the authority of this Act and owing at such times, and the balance, if any, shall be applied to the several purposes of this Act, or be carried to the borough fund or borough rate in such manner as the Corporation shall from time to time think fit.

The alternative proposal that harbour dues levied on ships and goods carried in ships should be carried to the borough fund, is at variance with one of the principles generally adopted in modern legislation. It has, for many years, been usual for Parliament to provide that the amount derived from taxes on shipping should be devoted to shipping purposes, and to no other purposes; so that if the receipts from these sources should ever exceed the expenditure, the trade may get the benefit in the shape of reduction of taxation.

The Board of Trade would, therefore, point out that it is desirable to make provision in the Bill (1), for the strict application to shipping purposes, and to no other purposes, of the proceeds of the harbour dues levied by the Queenborough Corporation; (2), for keeping and publishing separate accounts of receipt and expenditure; and (3), for the reduction of the dues in case the receipts materially exceed the necessary expenditure required for the interests of the trade. By such provisions the trade that use this estuary will be in a position to satisfy themselves that they receive a commensurate benefit for the taxes imposed upon them.

Board of Trade,
28 February 1876.

T. H. Farrer.

HARBOUR, &c. BILLS.

1876.

REPORT OF THE BOARD OF TRADE.

QUEENBOROUGH HARBOUR BILL.

Ordered, by The House of Commons, *to be Printed*,
9 *March* 1876.

89—(2).

RETURN to an Order of the Honourable The House of Commons, dated 9 March 1876;

THAT the Board of Trade do present to this House a REPORT on the SOUTH EASTERN RAILWAY BILL.

1876.

REPORT OF THE BOARD OF TRADE.

SOUTH EASTERN RAILWAY BILL.

BY this Bill it is proposed (among other things) to enable the South Eastern Railway Company to take and appropriate to the purposes of their undertaking certain lands in the parish and township of Folkestone, in the county of Kent, delineated on the deposited plans, and situated on the East Cliff, abutting on the sea shore, and extending from the Stade to the Warren.

On the deposited plans are delineated, in addition to lands abutting on the sea shore, foreshore below high-water mark to the eastward of the existing Harbour at Folkestone, but the Bill does not appear to contain any powers for the acquisition of such foreshore.

It having been stated that a large harbour at Folkestone was in contemplation, and it being obvious that a large harbour on this part of the coast is a a matter of national importance, the Board of Trade placed themselves in communication with the Company, in order that the Government might have full information as to what the views of the Company really are. In reply to this communication the Secretary to the Company writes on the 1st March 1876, as follows:—

"With reference to the Report of Captain Tyler upon the Channel communication of some years ago, and referring also to the probability of an improvement in the Harbour of Boulogne, the directors of this Company would recommend their proprietors to enlarge the Harbour of Folkestone in accordance with the plans of Sir John Hawkshaw, C.E., and Mr. Francis Brady, the Company's engineer, which I believe were submitted some time ago to Captain Tyler.

"In the meantime the accumulation of shingle on one side, and the gradual washing away of Copt Point on the other, make it necessary to construct precautionary works, some of which to the westward are now proceeding. The directors, therefore, seek for further power to acquire any necessary land compulsorily, as that is a condition precedent to any improvement of the harbour of a larger or any other character.

"Should the works at Boulogne be sanctioned by the French Government, the plan for Folkestone Harbour would be at once elaborated, and submitted to the Board of Trade, and in the meantime my directors think they will have the concurrence of the Board of Trade in taking any measures which will save time and tend to the future improvement of the Channel service by enabling the use of larger steamers."

 The

The Report of Captain Tyler here referred to was made in June 1869, and was presented to Parliament (*see* Parliamentary Paper, No. 353, of Session 1869).

The subject of Channel Communication, and of the defence of the south-eastern coast, has since the date of that Report been before Parliament on more than one occasion, and it is clear that the construction of a large harbour at Folkestone is a question which requires, and should receive, careful consideration.

As no definite powers for such construction are sought by the present Bill, the Board of Trade have thought it sufficient on the present occasion to call on the Company to insert in the Bill in Committee a clause providing that no works below high-water mark shall be commenced to the eastward of the existing Harbour of Folkestone by the Company, without the previous consent in writing of the Secretary of State for War and of the Board of Trade, and a clause saving the rights of the Crown in the foreshore and bed of the sea.

Board of Trade,
9 March 1876.

T. H. Farrer.

HARBOUR, &c. BILLS.

1876.

REPORT OF THE BOARD OF TRADE.

SOUTH EASTERN RAILWAY BILL.

Ordered, by The House of Commons, *to be Printed,*
9 *March* 1876.

89—(3).

521

HARBOURS.

RETURN to an Order of the Honourable The House of Commons, dated 3 March 1875;—*for*,

RETURN "showing, as far as they can be stated, the AMOUNTS EXPENDED (Exchequer Issues) out of Moneys Voted by Parliament upon the HARBOURS in the UNITED KINGDOM in each Year of this Century, stating each HARBOUR separately, and the Moneys Yearly Expended thereon; the HARBOURS being Classified under the Divisions of *England* and *Wales*, *Channel Islands*, *Isle of Man*, *Scotland*, and *Ireland*, with the Yearly Totals for each Division, and of all the Divisions, and with a Grand Total for the whole Period:"

"Similar RETURNS of the EXPENDITURE on PIERS, HARBOURS, &c., for FISHERY PURPOSES:"

"And, of the HARBOURS on which the AMOUNTS Advanced, by way of LOAN for their IMPROVEMENT, have been Compounded or Remitted."

(*Sir George Balfour.*)

Ordered, by The House of Commons, *to be Printed*,
7 *August* 1876.

RETURN showing, as far as can be stated, the AMOUNTS EXPENDED (Exchequer Year of this Century, stating each HARBOUR separately, and the Moneys Yearly *Islands, Isle of Man, Scotland,* and *Ireland,* with the Yearly Totals for each of the EXPENDITURE on PIERS, HARBOURS, &c., for FISHERY PURPOSES:— MENT, have been Compounded or Remitted.

SUMMARY of the following STATEMENTS, 1, 2, 3, 4, 5, 6, 7, and 8.

YEARS ENDED	ENGLAND AND WALES. Payments by Admiralty. Statement, No. 1.	ENGLAND AND WALES. Payments by Treasury. Statement, No. 4.	TOTAL.	ISLE OF MAN. Payments by Treasury. Statement, No. 3.	
* 5 January:	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
1801	- - -	200 - -	200 - -	255 9 -	1
1802	- - -	200 - -	200 - -	- - -	2
1803	- - -	200 - -	200 - -	- - -	3
1804	- - -	200 - -	200 - -	- - -	4
1805	- - -	200 - -	200 - -	- - -	5
1806	- - -	4,200 - -	4,200 - -	- - -	6
1807	- - -	200 - -	200 - -	- - -	7
1808	- - -	200 - -	200 - -	- - -	8
1809	- - -	5,200 - -	5,200 - -	- - -	9
1810	- - -	200 - -	200 - -	- - -	10
1811	- - -	15,200 - -	15,200 - -	- - -	11
1812	- - -	10,200 - -	10,200 - -	- - -	12
1813	34,356 9 11	5,200 - -	39,556 9 11	- - -	13
1814	73,748 5 4	10,200 - -	83,948 5 4	- - -	14
1815	79,214 11 5	10,200 - -	89,414 11 5	- - -	15
1816	80,684 2 9	10,200 - -	90,884 2 9	- - -	16
1817	93,387 13 3	17,200 - -	110,587 13 3	- - -	17
1818	43,817 4 10	5,408 - 6	49,225 5 4	- - -	18
1819	49,237 - 8	15,984 6 4	65,221 7 -	- - -	19
1820	54,872 12 1	21,408 11 9	76,281 3 10	- - -	20
1821	54,569 7 1	13,286 5 -	67,855 12 1	- - -	21
1822	42,667 15 4	11,050 12 -	53,718 7 4	- - -	22
1823	22,074 16 7	5,242 - 10	27,316 17 5	- - -	23
1824	21,215 3 1	7,200 - -	28,415 3 1	- - -	24
1825	20,881 13 9	10,200 - -	31,081 13 9	- - -	25
1826	22,617 3 8	21,070 - -	43,687 3 8	- - -	26
1827	38,542 1 10	29,180 19 -	67,723 - 10	- - -	27
1828	46,991 11 1	13,200 - -	60,191 11 1	- - -	28
1829	42,507 17 10	28,179 - -	70,686 17 10	- - -	29
1830	49,444 13 -	9,613 10 -	59,058 3 -	- - -	30
1831	34,343 16 3	17,549 16 9	51,893 13 -	- - -	31
1832	34,731 10 4	4,900 - -	39,631 10 4	- - -	32
* 31 March: 1833	35,163 8 2 (15 months.)	18,913 - -	54,076 8 2	- - -	33
1834	27,172 2 9	12,373 - -	39,545 2 9	- - -	34
1835	14,829 3 7	3,922 - -	18,751 3 7	- - -	35
1836	15,000 - -	5,478 - -	20,478 - -	- - -	36
1837	15,000 - -	8,317 9 9	23,317 9 9	- - -	37
1838	15,000 - -	11,021 3 5	26,021 3 5	- - -	38
1839	15,000 - -	4,144 - -	19,144 - -	- - -	39
1840	15,000 - -	- - -	15,000 - -	- - -	40
1841	15,000 - -	16,500 - -	31,500 - -	- - -	41
Carried forward - £.	1,107,070 4 7	383,541 15 4	1,490,611 19 11	255 9 -	42

* *Note.*—The termination of the Financial Year, as regards the Admiralty Accounts, was altered in 1833 to 31st March. In the case of the Treasury, this alteration took place in 1855, and of the Public Works Office, Ireland, in 1861. It must, therefore, be understood that the date "31 March" does not apply to the Expenditure of the Treasury and Public Works Office, Ireland, for the years preceding those in which the alteration was made in the Accounts of those Departments. The Expenditure by the Public Works Office, Ireland, is for the Years before the alteration, made up to "31st December," and the Expenditure by the Admiralty is, previously to the Year 1833, made up to the same date.— *Vide* Statements 1 and 3, pages 7 and 9.

Issues) out of Moneys Voted by Parliament upon the HARBOURS in the UNITED KINGDOM in each expended thereon; the Harbours being Classified under the Divisions of *England* and *Wales, Channel* Division, and of all the Divisions, and with a Grand Total for the whole Period:—Similar RETURNS And, of the HARBOURS on which the AMOUNTS Advanced, by way of LOAN for their IMPROVE-

SUMMARY of the following STATEMENTS, 1, 2, 3, 4, 5, 6, 7, and 8.

	SCOTLAND. Payments by Admiralty. Statement, No. 1.	SCOTLAND. Payments by Treasury. Statement, No. 4.	SCOTLAND. TOTAL.	IRELAND. Payments by *† Public Works Commissioners. Statement, No. 3.	IRELAND. Payments by Treasury. Statement, No. 4.	IRELAND. TOTAL.	ANNUAL TOTAL for the UNITED KINGDOM, and ISLE of MAN.	YEARS ENDED
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	5 January:*
1	- - -	- -	- - -	- - -	- -	- - -	455 9 -	- 1801.
2	- -	471 14 -	471 14 -	- - -	- -	- - -	671 14 -	- 1802.
3	- -	471 14 -	471 14 -	- - -	- -	- - -	671 14 -	- 1803.
4	- -	807 8 11	807 8 11	- - -	- -	- - -	1,007 8 11	- 1804.
5	- -	- -	- -	- - -	- -	- - -	200 - -	- 1805.
6	- -	2,000 - -	2,000 - -	- - -	- -	- - -	6,200 - -	- 1806.
7	- -	- -	- -	- - -	- -	- - -	200 - -	- 1807.
8	- -	- -	- -	2,584 12 4	- -	2,584 12 4	2,784 12 4	- 1808.
9	- -	- -	- -	11,147 10 10	- -	11,147 10 10	16,347 10 10	- 1809.
10	- -	- -	- -	19,261 17 -	- -	19,261 17 -	19,461 17 -	- 1810.
11	- -	- -	- -	14,571 4 -	5,000 - -	19,571 4 -	34,771 4 -	- 1811.
12	- -	- -	- -	40,106 5 11	5,000 - -	45,106 5 11	55,306 5 11	- 1812.
13	- -	- -	- -	34,040 14 -	- -	34,040 14 -	73,597 3 11	- 1813.
14	- -	- -	- -	39,055 2 7	5,883 16 8	44,938 19 3	128,887 4 7	- 1814.
15	- -	- -	- -	40,313 1 7	3,044 11 7	43,357 13 2	132,772 4 7	- 1815.
16	- -	- -	- -	46,432 9 4	- -	46,432 9 4	137,316 12 1	- 1816.
17	- -	- -	- -	73,314 - 1	103 17 1	73,417 17 2	184,005 10 5	- 1817.
18	1,000 - -	- -	1,000 - -	49,170 13 4	- -	49,170 13 4	99,395 18 8	- 1818.
19	2,000 - -	- -	2,000 - -	37,367 17 8	- -	37,367 17 8	104,589 4 8	- 1819.
20	2,000 - -	- -	2,000 - -	43,359 6 8	- -	43,359 6 8	121,640 10 6	- 1820.
21	- -	5,000 - -	5,000 - -	50,148 2 3	- -	50,148 2 3	123,003 14 4	- 1821.
22	- -	5,000 - -	5,000 - -	54,288 17 10	- -	54,288 17 10	113,007 5 2	- 1822.
23	- -	15,000 - -	15,000 - -	58,369 1 4	- -	58,369 1 4	100,685 18 9	- 1823.
24	- -	12,847 - -	12,847 - -	60,766 15 -	- -	60,766 15 -	102,028 18 1	- 1824.
25	- -	13,855 - -	13,855 - -	63,867 3 8	- -	63,867 3 8	108,803 17 5	- 1825.
26	- -	15,990 - -	15,990 - -	64,833 2 -	- -	64,833 2 -	124,510 5 8	- 1826.
27	- -	16,750 - -	16,750 - -	51,334 3 -	- -	51,334 3 -	135,807 3 10	- 1827.
28	- -	7,000 - -	7,000 - -	35,072 9 6	- -	35,072 9 6	102,264 - 7	- 1828.
29	2,938 19 8	7,000 - -	9,938 19 8	32,476 5 2	- -	32,476 5 2	113,102 2 8	- 1829.
30	3,226 4 -	7,000 - -	10,226 4 -	38,308 15 8	- -	38,308 15 8	107,593 2 8	- 1830.
31	4,701 3 -	7,000 - -	11,701 3 -	20,523 18 9	- -	20,523 18 9	84,118 14 9	- 1831.
32	3,799 8 -	4,770 - -	8,569 8 -	22,418 - 3 ‡ 90,000 - -	- -	22,418 - 3 90,000 - -	70,618 18 7 90,000 - -	- 1832.
33	1,533 5 7	5,668 - -	7,201 5 7	13,333 6 9	- -	13,333 6 9	74,611 - 6	31 March:* - 1833.
34	- -	2,499 - -	2,499 - -	24,182 12 9	- -	24,182 12 9	66,226 15 6	- 1834.
35	- -	- -	- -	23,637 9 1	- -	23,637 9 1	42,388 12 8	- 1835.
36	- -	11,875 - -	11,875 - -	22,014 13 6	- -	22,014 13 6	54,367 13 6	- 1836.
37	- -	12,226 - -	12,226 - -	12,684 15 3	- -	12,684 15 3	48,228 5 -	- 1837.
38	- -	- -	- -	18,527 - -	- -	18,527 - -	44,548 3 5	- 1838.
39	- -	- -	- -	7,706 17 6	- -	7,706 17 6	26,850 17 6	- 1839.
40	- -	3,222 17 6	3,222 17 6	12,779 12 6	- -	12,779 12 6	31,002 10 -	- 1840.
41	- -	677 2 6	677 2 6	12,000 - -	- -	12,000 - -	44,177 2 6	- 1841.
42	21,199 - 3	157,130 16 11	178,329 17 2	1,239,997 17 1	19,032 5 4	1,259,030 2 5	2,928,227 8 6	

† The sums entered in this Column, down to the year 1825 inclusive, are the equivalents in British Money of the Expenditure shown in Statement, No. 3, in Irish Currency.

‡ *See* Remark on Statement, No. 3, page 9, as to Dunmore Harbour.

SUMMARY OF THE FOLLOWING STATEMENTS—*continued.*

YEARS ENDED † 31 March	ENGLAND AND WALES. Payments by Admiralty. Statement, No. 1.	Board of Trade. Statement, No. 2.	Treasury. Statement, No. 4.	TOTAL.	CHANNEL ISLANDS. Payments by Admiralty. Statement, No. 1.	Board of Trade. Statement, No. 2.	TOTAL.	ISLE OF MAN. Payments by Treasury. Statement, No. 4.	
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
Brought forward	1,107,070 4 7	- -	383,541 15 4	1,490,611 19 11	- - -	- -	- - -	255 9 -	1
1842	15,000 - -	- -	5,435 - -	20,435 - -	- - -	- -	- - -	- -	2
1843	20,000 - -	- -	5,361 - -	25,361 - -	- - -	- -	- - -	- -	3
1844	20,000 - -	- -	4,753 - -	24,753 - -	- - -	- -	- - -	- -	4
1845	15,000 - -	- -	4,169 - -	19,169 - -	- - -	- -	- - -	- -	5
1846	15,000 - -	- -	4,164 - -	19,164 - -	- - -	- -	- - -	- -	6
1847	27,941 5 11	- -	3,836 - -	31,777 5 11	- - -	- -	- - -	- -	7
1848	68,706 19 5	- -	- -	68,706 19 5	47,465 4 8	- -	47,465 4 8	- -	8
1849	167,335 15 4	- -	- -	167,335 15 4	59,052 16 9	- -	59,052 16 9	- -	9
1850	140,914 3 9	- -	- -	140,914 3 9	65,232 16 10	- -	65,232 16 10	- -	10
1851	209,651 17 2	- -	- -	209,651 17 2	68,697 15 3	- -	68,697 15 3	- -	11
1852	170,743 12 10	- -	- -	170,743 12 10	62,309 15 4	- -	62,309 15 4	- -	12
1853	222,956 2 1	- -	- -	222,956 2 1	80,522 - -	- -	80,522 - -	- -	13
1854	246,353 2 1	- -	- -	246,353 2 1	69,074 10 6	- -	69,074 10 6	- -	14
1855	251,468 5 6	- -	- -	251,468 5 6	73,703 11 1	- -	73,703 11 1	- -	15
1856	284,315 15 6	- -	- -	284,315 15 6	77,997 11 -	- -	77,997 11 -	- -	16
1857	271,191 13 11	- -	- -	271,191 13 11	96,136 16 8	- -	96,136 16 8	- -	17
1858	210,276 12 5	- -	- -	210,276 12 5	112,465 19 8	- -	112,465 19 8	- -	18
1859	205,510 7 11	- -	- -	205,510 7 11	90,677 1 -	- -	90,677 1 -	- -	19
1860	202,941 12 4	- -	- -	202,941 12 4	69,033 16 9	- -	69,033 16 9	- -	20
1861	186,370 13 4	- -	- -	186,370 13 4	76,359 18 3	- -	76,359 18 3	- -	21
1862	160,219 6 6	- -	- -	160,219 6 6	71,639 - 9	- -	71,639 - 9	- -	22
1863	117,463 2 9	6,520 1 11	- -	123,983 4 8	126,804 1 9	- -	126,804 1 9	- -	23
1864	72,819 9 1	35,761 7 9	- -	108,580 16 10	81,184 8 1	- -	81,184 8 1	- -	24
1865	38,330 19 5	25,057 11 10	- -	63,388 11 3	49,859 18 3	- -	49,859 18 3	- -	25
1866	25,854 3 11	22,478 4 1	- -	48,332 8 -	33,336 1 9	- -	33,336 1 9	- -	26
1867	8,153 19 1	35,772 - 4	6,000 - -	49,925 19 5	48 15 -	30,760 1 5	30,808 16 5	- -	27
1868	14,121 - 5	30,871 6 11	4,000 - -	48,992 7 4	- - -	39,195 13 7	39,195 13 7	- -	28
1869	13,764 14 1	32,942 15 11	- -	46,707 10 -	- - -	55,870 1 6	55,870 1 6	- -	29
1870	5,925 2 3	31,896 17 4	- -	37,821 19 7	- - -	19,359 8 10	19,359 8 10	- -	30
1871	8,571 17 2	30,331 - 6	- -	38,902 17 8	- - -	14,944 18 5	14,944 18 5	- -	31
1872	4,248 7 6	26,459 11 4	- -	30,707 18 10	- - -	21,689 7 3	21,689 7 3	- -	32
1873	4,710 8 5	35,576 11 10	- -	40,287 - 3	- - -	143 12 3	143 12 3	- -	33
1874	4,307 7 7	13,464 16 10	- -	17,772 4 5	3,949 5 5	93 - 8	4,042 6 1	- -	34
1875	3,329 1 7	17,229 17 9	- -	20,558 19 4	8,340 5 2	91 19 8	8,432 4 10	- -	35
£.	4,540,567 3 10	344,362 4 4	421,259 15 4	5,306,189 3 6	1,423,891 9 11	182,148 3 7	1,606,039 13 6	255 9 -	36
Add,—Paid for Land in connection with Harbours -			44,694 10 4	44,694 10 4	Statement, No. 4, Treasury -		87,622 11 1	- -	37
			£. 465,954 5 8						
Piers, Harbours, &c., for Fishery purposes - - - - -				- - -	- - - - -		- - -	- -	38
Sundry Miscellaneous Payments - - -			Statement, No. 7	9,691 16 10	Statement, No. 7 - - -		1,964 2 8	394 16 -	39
Remissions - - - - - - - -			Statement, No. 8	14,038 5 1	- - - - -		- - -	- -	40
			£.	5,374,613 15 9			£. 1,695,626 7 3	650 5 -	41

† *See* Note *, page 2.

Note.—The amounts yearly expended on each Harbour can be ascertained by reference to the subsequent Statements. *See* Note B., p. 22.

SUMMARY OF THE FOLLOWING STATEMENTS—*continued.*

SCOTLAND.*				IRELAND.				Annual Total for United Kingdom Channel Islands and Isle of Man.
Payments by			Total.	Payments by			Total.	
Admiralty. Statement, No. 1.	Board of Trade. Statement, No. 2.	Treasury. Statement, No. 4.		Admiralty. Statement, No. 1.	Public Works Commissioners. Statement, No. 3.	Treasury. Statement, No. 4.		
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
21,199 – 3	– –	157,130 16 11	178,329 17 2	– –	1,239,997 17 1	19,032 5 4	1,259,030 2 5	2,928,227 8 –
– –	– –	– –	– –	– –	10,518 – –	– –	10,518 – –	30,953 – –
– –	– –	– –	– –	– –	11,020 – –	– –	11,020 – –	36,381 – –
– –	– –	2,000 – –	2,000 – –	– –	8,205 – –	– –	8,205 – –	34,058 – –
– –	– –	2,500 – –	2,500 – –	– –	8,325 10 –	– –	8,325 10 –	29,994 10 –
– –	– –	1,500 – –	1,500 – –	– –	10,434 15 6	– –	10,434 15 6	31,098 15 6
– –	– –	4,000 – –	4,000 – –	– –	6,809 13 –	– –	6,809 13 –	42,586 18 11
983 10 3	– –	7,000 – –	7,983 10 3	– –	11,022 – –	– –	11,022 – –	135,177 14 4
4,468 6 3	– –	– –	4,468 6 3	– –	8,155 18 4	– –	8,155 18 4	239,012 16 8
1,575 1 3	– –	– –	1,575 1 3	– –	7,827 4 7	– –	7,827 4 7	215,549 6 5
480 15 8	– –	– –	480 15 8	– –	15,574 4 2	– –	15,574 4 2	294,404 12 3
900 11 1	– –	– –	900 11 1	183 13 8	12,813 16 10	– –	12,997 10 6	246,951 9 9
1,116 18 2	– –	– –	1,116 18 2	1,325 13 11	9,727 16 9	– –	11,053 10 8	215,648 10 11
829 15 3	– –	– –	829 15 3	4,864 1 7	9,512 19 6	– –	14,377 1 1	330,634 8 11
1,659 2 10	– –	– –	1,659 2 10	3,133 18 4	11,044 2 –	– –	14,178 – 4	341,008 19 9
775 11 11	– –	– –	775 11 11	– –	10,110 6 3	– –	10,110 6 3	373,199 4 8
805 2 2	– –	– –	805 2 2	– –	18,301 5 1	– –	18,301 5 1	386,434 17 10
723 2 9	– –	– –	723 2 9	– –	24,380 5 5	– –	24,380 5 5	347,846 – 3
412 5 11	– –	– –	412 5 11	– –	15,839 7 5	– –	15,839 7 5	312,439 2 3
403 8 2	– –	– –	403 8 2	– –	8,155 12 1	– –	8,155 12 1	280,534 9 4
628 – 2	– –	– –	628 – 2	– –	13,514 1 5 (15 months.)	– –	13,514 1 5	276,872 13 2
9,685 11 8	– –	– –	9,685 11 8	– –	6,616 13 11	– –	6,616 13 11	248,160 12 10
6,072 6 6	3,654 18 11	– –	9,727 5 5	– –	4,956 12 7	– –	4,956 12 7	265,471 4 5
– –	17,878 – 6	– –	17,878 – 6	– –	1,914 – 1	– –	1,914 – 1	209,557 5 6
– –	7,731 14 11	– –	7,731 14 11	– –	2,358 12 8	– –	2,358 12 8	123,338 17 1
– –	8,865 16 8	– –	8,865 16 8	– –	4,519 14 2	– –	4,519 14 2	95,054 – 7
– –	10,473 12 –	– –	10,473 12 –	– –	4,221 13 10	– –	4,221 13 10	95,430 1 8
– –	660 9 3	– –	660 9 3	– –	5,301 17 11	– –	5,301 17 11	94,150 8 1
– –	862 18 4	– –	862 18 4	– –	11,745 15 –	– –	11,745 15 –	115,186 4 10
– –	1,446 13 7	– –	1,446 13 7	– –	6,911 6 11	– –	6,911 6 11	65,539 8 11
– –	389 11 5	– –	389 11 5	– –	6,441 1 1	– –	6,441 1 1	60,678 8 7
– –	806 15 7	– –	806 15 7	– –	9,460 8 8	– –	9,460 8 8	62,664 10 4
– –	326 8 7	– –	326 8 7	– –	11,022 9 9	– –	11,022 9 9	51,779 10 10
– –	10 – –	– –	10 – –	– –	11,425 18 4	– –	11,425 18 4	33,250 8 10
– –	– –	– –	– –	– –	10,477 7 11	– –	10,477 7 11	39,468 12 1
52,718 10 3	53,106 19 9	174,130 16 11	279,956 6 11	9,507 7 6	1,568,663 8 3	19,032 5 4	1,597,203 1 1	8,789,643 14 –
– – – – – –			– –	– – – – – –			– – –	132,317 1 5
Statement, No. 6, by Fishery Board – –			151,662 – –	Statement, No. 5, by Irish Public Works Office			158,695 4 8	310,357 4 8
„ No. 7 – – – – –			3,618 17 6	„ No. 7 – – – – – –			1,946 2 –	17,615 15 – / 10,631 7 6
„ No. 8 – – – – –			178,374 9 8	„ No. 8 – – – – – –			123,570 15 7	315,983 10 4
		£.	613,611 14 1			£.	1,881,415 3 4	9,576,548 12 11

* Additional Expenditure by Fishery Board, shown in Statement, No. 6.

— No. 1. — - - - - - - - - -

STATEMENT furnished by the ADMIRALTY, showing the

Note.—For convenience in printing, shillings and pence have been omitted from the Yearly Totals for each Harbour and the "Annual Totals" of and pence remaining after adding together the full Yearly Totals for each Harbour.

YEAR ended 31 December	ENGLAND AND WALES.									
	*PLYMOUTH BREAK-WATER.	HARWICH.	DOVER.	PORTLAND.	HOLYHEAD.	SPURN POINT WORKS.	MENAI STRAITS. Improvement of Navigation.	SHEERNESS (Contribution towards Repair, &c. of Pier).	NEWHAVEN (SUSSEX), Contribution towards Cost of Dredging Harbour.	ANNUAL TOTAL of ENGLAND and WALES.
	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.
1812† - -	34,356	- -	- -	- -	- -	- -	- -	- -	- -	34,356
1813 - -	73,748	- -	- -	- -	- -	- -	- -	- -	- -	73,748
1814 - -	79,214	- -	- -	- -	- -	- -	- -	- -	- -	79,214
1815 - -	80,684	- -	- -	- -	- -	- -	- -	- -	- -	80,684
1816 - -	93,387	- -	- -	- -	- -	- -	- -	- -	- -	93,387
1817 - -	43,817	- -	- -	- -	- -	- -	- -	- -	- -	43,817
1818 - -	49,237	- -	- -	- -	- -	- -	- -	- -	- -	49,237
1819 - -	54,872	- -	- -	- -	- -	- -	- -	- -	- -	54,872
1820 - -	54,569	- -	- -	- -	- -	- -	- -	- -	- -	54,569
1821 - -	42,667	- -	- -	- -	- -	- -	- -	- -	- -	42,667
1822 - -	22,074	- -	- -	- -	- -	- -	- -	- -	- -	22,074
1823 - -	21,215	- -	- -	- -	- -	- -	- -	- -	- -	21,215
1824 - -	20,881	- -	- -	- -	- -	- -	- -	- -	- -	20,881
1825 - -	22,617	- -	- -	- -	- -	- -	- -	- -	- -	22,617
1826 - -	38,542	- -	- -	- -	- -	- -	- -	- -	- -	38,542
1827 - -	46,991	- -	- -	- -	- -	- -	- -	- -	- -	46,991
1828 - -	42,507	- -	- -	- -	- -	- -	- -	- -	- -	42,507
1829 - -	49,444	- -	- -	- -	- -	- -	- -	- -	- -	49,444
1830 - -	34,343	- -	- -	- -	- -	- -	- -	- -	- -	34,343
1831 - -	34,731	- -	- -	- -	- -	- -	- -	- -	- -	34,731
Mar. Quarter: 1832 - -	4,824	- -	- -	- -	- -	- -	- -	- -	- -	4,824
Year ended 31 Mar.: 1833 - -	30,339	- -	- -	- -	- -	- -	- -	- -	- -	30,339
1834 - -	27,172	- -	- -	- -	- -	- -	- -	- -	- -	27,172
1835 - -	14,829	- -	- -	- -	- -	- -	- -	- -	- -	14,829
1836 - -	15,000	- -	- -	- -	- -	- -	- -	- -	- -	15,000
1837 - -	15,000	- -	- -	- -	- -	- -	- -	- -	- -	15,000
1838 - -	15,000	- -	- -	- -	- -	- -	- -	- -	- -	15,000
1839 - -	15,000	- -	- -	- -	- -	- -	- -	- -	- -	15,000
1840 - -	15,000	- -	- -	- -	- -	- -	- -	- -	- -	15,000
1841 - -	15,000	- -	- -	- -	- -	- -	- -	- -	- -	15,000
1842 - -	15,000	- -	- -	- -	- -	- -	- -	- -	- -	15,000
1843 - -	20,000	- -	- -	- -	- -	- -	- -	- -	- -	20,000
1844 - -	20,000	- -	- -	- -	- -	- -	- -	- -	- -	20,000
1845 - -	15,000	- -	- -	- -	- -	- -	- -	- -	- -	15,000
1846 - -	15,000	- -	- -	- -	- -	- -	- -	- -	- -	15,000
1847 - -	17,817	7,655	- -	- -	2,468	- -	- -	- -	- -	27,941
1848 - -	13,103	23,020	462	20,662	11,458	- -	- -	- -	- -	68,706
1849 - -	11,154	19,643	39,306	35,683	61,548	- -	- -	- -	- -	167,335
1850 - -	13,752	12,497	32,023	27,799	54,841	- -	- -	- -	- -	140,914
1851 - -	15,675	22,121	29,740	63,170	78,944	- -	- -	- -	- -	209,651
1852 - -	11,322	5,663	23,865	41,809	86,182	1,900	- -	- -	- -	170,743
1853 - -	11,674	9,869	19,043	65,453	110,739	6,175	- -	- -	- -	222,956
1854 - -	11,214	5,337	36,200	75,665	110,577	2,400	4,957	- -	- -	246,353
1855 - -	9,422	11,280	22,918	100,743	98,385	7,048	1,669	- -	- -	251,468
1856 - -	8,374	9,748	23,508	90,686	151,997	- -	- -	- -	- -	284,315
1857 - -	12,282	2,863	50,473	73,233	132,339	- -	- -	- -	- -	271,191
1858 - -	10,679	52	31,060	88,505	77,948	2,030	- -	- -	- -	210,276
1859 - -	11,057	52	41,477	75,327	77,570	23	- -	- -	- -	205,510
1860 - -	9,831	178	45,706	72,313	74,824	86	- -	- -	- -	202,941
1861 - -	9,277	- -	41,835	64,082	69,789	136	- -	- -	1,250	186,370
1862 - -	8,493	- -	55,794	31,937	59,638	605	- -	- -	3,750	160,219
1863 - -	9,306	- -	54,227	13,169	10,732	26	- -	- -	- -	117,463
1864 - -	8,707	- -	44,146	19,965	- -	- -	- -	- -	- -	72,819
1865 - -	5,741	- -	23,482	9,107	- -	- -	- -	- -	- -	38,330
1866 - -	2,178	- -	11,184	12,490	- -	- -	- -	- -	- -	25,854
1867 - -	4,309	- -	- -	3,844	- -	- -	- -	- -	- -	8,153
1868 - -	6,287	- -	- -	7,783	- -	- -	- -	50	- -	14,121
1869 - -	7,489	- -	- -	6,224	- -	- -	- -	50	- -	13,764
1870 - -	5,614	- -	- -	260	- -	- -	- -	50	- -	5,925
1871 - -	3,147	- -	- -	5,374	- -	- -	- -	50	- -	8,571
1872 - -	3,384	- -	- -	814	- -	- -	- -	50	- -	4,248
1873 - -	3,774	- -	- -	886	- -	- -	- -	50	- -	4,710
1874 - -	3,067	- -	- -	1,189	- -	- -	- -	50	- -	4,307
1875 - -	2,676	- -	- -	602	- -	- -	- -	50	- -	3,329
§TOTAL, £.	1,442,865 (a)	129,978 (b)	626,449 (c)	1,008,774 (d)	1,299,979 (e)	20,429 (f)	6,626 (g)	400 (h)	5,000 (i)	4,540,543 (j)

* *Note.*—The earlier years of this Return relating to Plymouth, include charges for the Pay, &c. of Warrant Officers, &c. of the Fleet, but on the other

† From 1801 to 1811 no Expenditure has been found to have been incurred.

§ The following amounts for "fractions omitted" must be added to the totals of the Columns (*a*), (*b*), &c., in order to arrive at the full totals in each (*j*) 24*l.* 3*s.* 10*d.*; (*k*) 9*l.* 1*s.* 3*d.*; (*l*) 8*l.* 5*s.* 7*d.*; (*m*) 3*s.* 1*d.*; (*n*) 11*l.* 9*s.* 11*d.*; (*o*) 6*l.* 10*s.*; (*p*) 1*l.* 10*s.* 7*d.*; (*q*) 1*l.* 9*s.* 8*d.*;

— No. 1. —

Net Expenditure by that Department for Harbours, &c.

Statement. This affects the separate amounts against the several years in the columns of "Annual Totals" only by the amounts of shillings
full Annual Totals will be found in the Summary, pages 2, 3, 4, and 5.

CHANNEL ISLANDS.				SCOTLAND.				TOTAL IRELAND.	ANNUAL TOTAL of UNITED KINGDOM and CHANNEL ISLANDS.	YEAR ended 31 December
ALDERNEY.	JERSEY.	GUERNSEY.	ANNUAL TOTAL of CHANNEL ISLANDS.	PORTPATRICK.	LEITH (Western Breakwater).	NEWHAVEN (Contribution towards Cost of Lengthening Pier).	ANNUAL TOTAL of SCOTLAND.	QUEENSTOWN (New Landing Pier).		
£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
- -	- -	- -	- -	- -	- -	- -	- -	- -	34,356	- 1812.
- -	- -	- -	- -	- -	- -	- -	- -	- -	73,748	- 1813.
- -	- -	- -	- -	- -	- -	- -	- -	- -	79,214	- 1814.
- -	- -	- -	- -	- -	- -	- -	- -	- -	80,684	- 1815.
- -	- -	- -	- -	- -	- -	- -	- -	- -	93,387	- 1816.
- -	- -	- -	- -	- -	- -	1,000	1,000	- -	44,817	- 1817.
- -	- -	- -	- -	- -	- -	2,000	2,000	- -	51,237	- 1818.
- -	- -	- -	- -	- -	- -	2,000	2,000	- -	56,872	- 1819.
- -	- -	- -	- -	- -	- -	- -	- -	- -	54,569	- 1820.
- -	- -	- -	- -	- -	- -	- -	- -	- -	42,667	- 1821.
- -	- -	- -	- -	- -	- -	- -	- -	- -	22,074	- 1822.
- -	- -	- -	- -	- -	- -	- -	- -	- -	21,215	- 1823.
- -	- -	- -	- -	- -	- -	- -	- -	- -	20,881	- 1824.
- -	- -	- -	- -	- -	- -	- -	- -	- -	22,617	- 1825.
- -	- -	- -	- -	- -	- -	- -	- -	- -	38,542	- 1826.
- -	- -	- -	- -	- -	- -	- -	- -	- -	46,991	- 1827.
- -	- -	- -	- -	- -	- -	2,938	2,938	- -	45,446	- 1828.
- -	- -	- -	- -	- -	3,194	31	3,226	- -	52,670	- 1829.
- -	- -	- -	- -	- -	4,701	- -	4,701	- -	39,044	- 1830.
- -	- -	- -	- -	- -	3,799	- -	3,799	- -	38,530	- 1831.
- -	- -	- -	- -	- -	1,533	- -	1,533	- -	6,357	Mar. Quarter: - 1832.
										Year ended 31 Mar.:
- -	- -	- -	- -	- -	- -	- -	- -	- -	30,339	- 1833.
- -	- -	- -	- -	- -	- -	- -	- -	- -	27,172	- 1834.
- -	- -	- -	- -	- -	- -	- -	- -	- -	14,829	- 1835.
- -	- -	- -	- -	- -	- -	- -	- -	- -	15,000	- 1836.
- -	- -	- -	- -	- -	- -	- -	- -	- -	15,000	- 1837.
- -	- -	- -	- -	- -	- -	- -	- -	- -	15,000	- 1838.
- -	- -	- -	- -	- -	- -	- -	- -	- -	15,000	- 1839.
- -	- -	- -	- -	- -	- -	- -	- -	- -	15,000	- 1840.
- -	- -	- -	- -	- -	- -	- -	- -	- -	15,000	- 1841.
- -	- -	- -	- -	- -	- -	- -	- -	- -	15,000	- 1842.
- -	- -	- -	- -	- -	- -	- -	- -	- -	20,000	- 1843.
- -	- -	- -	- -	- -	- -	- -	- -	- -	20,000	- 1844.
- -	- -	- -	- -	- -	- -	- -	- -	- -	15,000	- 1845.
- -	- -	- -	- -	- -	- -	- -	- -	- -	15,000	- 1846.
- -	- -	- -	- -	- -	- -	- -	- -	- -	27,941	- 1847.
28,182	18,810	472	47,465	983	- -	- -	983	- -	117,155	- 1848.
32,403	26,649	- -	59,052	4,468	- -	- -	4,468	- -	230,856	- 1849.
40,209	25,023	- -	65,232	1,575	- -	- -	1,575	- -	207,722	- 1850.
43,350	25,347	- -	68,697	480	- -	- -	480	- -	278,830	- 1851.
40,141	22,167	- -	62,309	900	- -	- -	900	183	234,137	- 1852.
46,947	33,574	- -	80,522	1,116	- -	- -	1,116	1,325	305,920	- 1853.
41,768	27,306	- -	69,074	829	- -	- -	829	4,864	321,121	- 1854.
49,775	23,928	- -	73,703	1,659	- -	- -	1,659	3,133	329,964	- 1855.
72,025	5,972	- -	77,997	775	- -	- -	775	- -	363,088	- 1856.
90,703	5,433	- -	96,136	805	- -	- -	805	- -	368,133	- 1857.
93,931	18,534	- -	112,465	723	- -	- -	723	- -	323,465	- 1858.
90,598	79	- -	90,677	412	- -	- -	412	- -	296,599	- 1859.
68,883	150	- -	69,033	403	- -	- -	403	- -	272,378	- 1860.
75,221	1,137	- -	76,359	628	- -	- -	628	- -	263,358	- 1861.
71,518	120	- -	71,639	9,685	- -	- -	9,685	- -	241,543	- 1862.
126,727	77	- -	126,804	6,072	- -	- -	6,072	- -	250,339	- 1863.
80,979	205	- -	81,184	- -	- -	- -	- -	- -	154,003	- 1864.
49,752	135	*Receipt.* ‡28	49,859	- -	- -	- -	- -	- -	88,190	- 1865.
33,240	95	- -	33,336	- -	- -	- -	- -	- -	59,190	- 1866.
48	- -	- -	48	- -	- -	- -	- -	- -	8,202	- 1867.
- -	- -	- -	- -	- -	- -	- -	- -	- -	14,121	- 1868.
- -	- -	- -	- -	- -	- -	- -	- -	- -	13,764	- 1869.
- -	- -	- -	- -	- -	- -	- -	- -	- -	5,925	- 1870.
- -	- -	- -	- -	- -	- -	- -	- -	- -	8,571	- 1871.
- -	- -	- -	- -	- -	- -	- -	- -	- -	4,248	- 1872.
- -	- -	- -	- -	- -	- -	- -	- -	- -	4,710	- 1873.
3,949	- -	- -	3,949	- -	- -	- -	- -	- -	8,256	- 1874.
8,340	- -	- -	8,340	- -	- -	- -	- -	- -	11,669	- 1875.
1,188,689 (*k*)	234,741 (*l*)	444 (*m*)	1,423,880 (*n*)	31,513 (*o*)	13,227 (*p*)	7,969 (*q*)	52,710 (*r*)	9,505 (*s*)	6,026,656 (*t*)	

nd the value of Naval Stores, &c. supplied to the Breakwater was not charged against the Works before 1836–37.

‡ Materials of houses.

se, viz., to Column (*a*) 24 *l.* 12 *s.* 6 *d.*; to (*b*) 5 *l.* 12 *s.* 6 *d.*; (*c*) 9 *l.* 0 *s.* 7 *d.*; (*d*) 14 *l.* 7 *s.* 2 *d.*; (*e*) 7 *l.* 18 *s.* 11 *d.*; (*f*) 4 *l.* 11 *s.* 5 *d.*; (*g*) 1 *l.* 0 *s.* 9 *d.*;) 8 *l.* 10 *s.* 3 *d.*; (*s*) 2 *l.* 7 *s.* 6 *d.*; (*t*) 28 *l.* 11 *s.* 6 *d.*

— No. 2. —

STATEMENT furnished by the BOARD of TRADE, showing the NET EXPENDITURE by that DEPARTMENT on account of HARBOURS, &c., from 31st December 1862 to 31st March 1875.

YEAR ENDED 31 MARCH.	ENGLAND AND WALES.					SCOTLAND.	CHANNEL ISLANDS.			GRAND TOTALS.
	HOLYHEAD.	SPURN POINT WORKS.	DOVER.	HARWICH.	TOTAL.	PORTPATRICK.	ALDERNEY.	ST. CATHERINE'S.	TOTAL.	
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Quarter to March 1863	5,802 10 9	717 11 2	- -	- -	6,520 1 11	3,654 18 11	- -	- -	- - -	10,175 - 10
1864 - - -	33,921 13 6	1,839 14 3	- -	- -	35,761 7 9	17,878 - 6	- -	- -	- - -	53,639 8 3
1865 - - -	23,943 - 2	1,114 11 8	- -	- -	25,057 11 10	7,731 14 11	- -	- -	- - -	32,789 6 9
1866 - - -	21,017 3 6	1,461 - 7	- -	- -	22,478 4 1	8,865 16 8	- -	- -	- - -	31,344 - 9
1867 - - -	19,817 - 5	601 13 2	15,353 6 9	- -	35,772 - 4	10,473 12 -	30,586 - 8	174 - 9	30,760 1 5	77,005 13 9
1868 - - -	19,632 16 10	495 2 9	10,743 7 4	- -	30,871 6 11	660 9 3	39,097 7 6	98 6 1	39,195 13 7	70,727 9 9
1869 - - -	16,261 8 7	486 13 5	16,194 13 11	- -	32,942 15 11	862 18 4	55,870 1 6	- -	55,870 1 6	89,675 15 9
1870 - - -	7,390 13 8	521 19 7	19,501 19 1	4,482 5 -	31,896 17 4	1,446 13 7	19,359 8 10	- -	19,359 8 10	52,702 19 9
1871 - - -	22,984 2 3	1,189 14 1	5,817 2 -	340 2 2	30,331 - 6	389 11 5	14,944 18 5	- -	14,944 18 5	45,665 10 4
1872 - - -	13,608 10 -	333 8 1	10,220 14 7	2,296 18 8	26,459 11 4	806 15 7	21,689 7 3	- -	21,689 7 3	48,955 14 2
1873 - - -	26,100 8 9	313 16 8	6,929 11 6	2,232 14 11	35,576 11 10	326 8 7	51 13 4	91 18 11	143 12 3	36,046 12 8
1874 - - -	3,917 4 5	246 - 5	9,160 5 -	141 7 -	13,464 16 10	10 - -	*14 10 10	107 11 6	93 - 8	13,567 17 6
1875 - - -	1,659 15 6	292 9 10	14,018 17 5	1,258 15 -	17,229 17 9	- -	*2 11 7	94 11 3	91 19 8	17,321 17 5
TOTAL - - £.	216,056 8 4	9,613 15 8	107,939 17 7	10,752 2 9	344,362 4 4	53,106 19 9	181,581 15 1	566 8 6	182,148 3 7	579,617 7 8

* Excess of Receipts.

— No. 3. —

STATEMENT furnished by the PUBLIC WORKS OFFICE, IRELAND, showing the NET EXPENDITURE by that DEPARTMENT for HARBOURS in that Country.

YEAR ended 31 December	HOWTH.	KINGSTOWN.	DUNMORE.	DONAGHADEE.	TOTALS.
	£. s. d.	£. s. d.		£. s. d.	£. s. d.
1807†	2,800 – –	– – –	– – –	– – –	2,800 – –
1808	12,076 10 –	– – –	– – –	– – –	12,076 10 –
1809	20,867 – 1	– – –	– – –	– – –	20,867 – 1
1810	15,785 9 4	– – –	– – –	– – –	15,785 9 4
1811	43,448 9 8	– – –	– – –	– – –	43,448 9 8
1812	36,877 8 6	– – –	– – –	– – –	36,877 8 6
1813	42,309 14 5	– – –	– – –	– – –	42,309 14 5
1814	43,672 10 –	– – –	– – –	– – –	43,672 10 –
1815	48,535 – 9	*1,766 16 –	Between 1814 and 1831 a sum of about 90,000 *l.* was expended on this work by the Commissioners of Dunmore Harbour. There are no accounts or books in the possession of the Board of Works which will enable them to distribute this Expenditure over the respective years.	– – –	50,301 16 9
1816	49,423 10 1	30,000 – –		– – –	79,423 10 1
1817	23,268 4 5	30,000 – –		– – –	53,268 4 5
1818	10,481 17 6	30,000 – –		– – –	40,481 17 6
1819	6,972 12 7	40,000 – –		– – –	46,972 12 7
1820	5,327 2 5	47,000 – –		2,000 – –	54,327 2 5
1821	6,062 19 4	45,000 – –		7,750 – –	58,812 19 4
1822	5,310 7 3	35,000 – –		22,922 15 10	63,233 3 1
1823	5,080 12 11	44,500 – –		16,250 – –	65,830 12 11
1824	5,099 12 2	48,416 13 4		15,673 3 6	69,189 9 –
1825	4,261 13 9	45,250 – –		20,724 3 4	70,235 17 1
Totals in Irish Currency	387,660 15 2	396,933 9 4	– – –	85,320 2 8	869,914 7 2
Deduct $\frac{1}{13}$	29,820 1 2	30,533 6 10	– – –	6,563 1 9	66,916 9 9
Totals in British Currency (carried forward)	357,840 14 –	366,400 2 6	– – –	78,757 – 11	802,997 17 5

* Expenditure for Survey.

† From 1800 to 1806 there was no Expenditure.

No. 3.—STATEMENT furnished by the Public Works Office, *Ireland*, &c.—*continued.*

YEAR ended 31 December	HOWTH.	KINGSTOWN.	DUNMORE.	DONAGHADEE.	TOTALS.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Brought forward -	357,840 14 –	366,400 2 6	- - -	78,757 – 11	802,997 17 5
1826 - - -	3,344 13 –	33,000 – –	- - -	14,989 10 –	51,334 3 –
1827 - - -	2,082 9 6	20,000 – –	- - -	12,990 – –	35,072 9 6
1828 - - -	2,476 5 2	30,000 – –	*See* remarks on preceding page.	- - -	32,476 5 2
1829 - - -	2,308 15 8	20,000 – –	- - -	16,000 – –	38,308 15 8
1830 - - -	2,523 18 9	10,000 – –	- - -	8,000 – –	20,523 18 9
1831 - - -	2,418 – 3	20,000 – –	- - -	- - -	22,418 – 3
			90,000 – –	- - -	90,000 – –
1832 - - -	1,833 6 9	- - -	2,500 – –	9,000 – –	13,333 6 9
1833 - - -	1,626 12 9	13,000 – –	5,000 – –	4,556 – –	24,182 12 9
1834 - - -	1,175 9 1	15,720 – –	3,000 – –	3,742 – –	23,637 9 1
1835 - - -	1,014 13 6	17,000 – –	4,000 – –	- - -	22,014 13 6
1836 - - -	461 15 3	9,750 – –	2,473 – –	- - -	12,684 15 3
1837 - - -	- - -	18,000 – –	527 – –	- - -	18,527 – –
1838 - - -	- - -	7,128 – –	- - -	578 17 6	7,706 17 6
1839 - - -	- - -	12,000 – –	- - -	779 12 6	12,779 12 6
1840 - - -	- - -	12,000 – –	- - -	- - -	12,000 – –
1841 - - -	- - -	10,000 – –	- - -	518 – –	10,518 – –
1842 - - -	- - -	11,000 – –	- - -	20 – –	11,020 – –
1843 - - -	- - -	8,000 – –	- - -	205 – –	8,205 – –
1844 - - -	- - -	8,000 – –	- - -	325 10 –	8,325 10 –
1845 - - -	- - -	10,000 – –	83 17 6	350 18 –	10,434 15 6
1846 - - -	- - -	6,500 – –	- - -	309 13 –	6,809 13 –
1847 - - -	300 – –	10,500 – –	- - -	222 – –	11,022 – –
1848 - - -	- - -	7,800 – –	66 – 10	289 17 6	8,155 18 4
1849 - - -	342 5 9	7,300 – –	50 1 9	134 17 1	7,827 4 7
1850 - - -	250 11 2	15,250 – –	- - -	73 13 –	15,574 4 2
Carried forward	379,999 10 7	698,348 2 6	107,700 – 1	151,842 9 6	1,337,890 2 8

No. 3.—STATEMENT furnished by the Public Works Office, *Ireland*, &c.—*continued.*

YEAR ended 31 December	HOWTH.	KINGSTOWN.	DUNMORE.	DONAGHADEE.	TOTALS.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Brought forward	379,999 10 7	698,348 2 6	107,700 – 1	151,842 9 6	1,337,890 2 8
1851 - - -	5 17 9	12,788 – –	- - -	19 19 1	12,813 16 10
1852 - - -	14 18 8	9,660 – –	- - -	52 18 1	9,727 16 9
1853 - - -	310 12 1	9,028 – –	- - -	174 7 5	9,512 19 6
1854 - - -	360 5 1	10,645 – –	- - -	38 16 11	11,044 2 –
1855 - - -	52 17 –	10,000 – –	- - -	57 9 3	10,110 6 3
1856 - - -	- - -	18,246 – –	- - -	55 5 1	18,301 5 1
1857 - - -	- - -	24,350 – –	- - -	30 5 5	24,380 5 5
1858 - - -	101 3 1	15,600 – –	- - -	138 4 4	15,839 7 5
1859 - - -	105 14 11	7,000 – –	- - -	1,049 17 2	8,155 12 1
1861 (15 Months to 31 March) - -	585 5 4*	9,406 – –*	- - -	3,522 16 1*	13,514 1 5*
Year ended 31 March :					
1862 - - -	343 3 5	4,226 – –	- - -	2,047 10 6	6,616 13 11
1863 - - -	345 6 –	2,869 – –	- - -	1,742 6 7	4,956 12 7
1864 - - -	155 1 8	1,650 8 5	- - -	108 10 –	1,914 – 1
1865 - - -	- - -	2,044 14 10	- - -	313 17 10	2,358 12 8
1866 - - -	- - -	4,271 12 3	- - -	248 1 11	4,519 14 2
1867 - - -	- - -	3,984 15 2	- - -	236 18 8	4,221 13 10
1868 - - -	- - -	4,808 1 –	- - -	493 16 11	5,301 17 11
1869 - - -	- - -	10,202 8 6	1,175 – 2	368 6 4	11,745 15 –
1870 - - -	536 13 7	5,622 16 5	427 14 9	324 2 2	6,911 6 11
1871 - - -	277 4 9	5,248 4 6	571 10 9	344 1 1	6,441 1 1
1872 - - -	- - -	8,031 9 7	985 6 –	443 13 1	9,460 8 8
1873 - - -	700 – –	8,213 2 1	1,840 12 4	268 15 4	11,022 9 9
1874 - - -	900 – –	8,864 8 1	1,408 15 –	252 15 3	11,425 18 4
1875 - - -	550 – –	8,780 19 5	891 5 8	255 2 10	10,477 7 11
TOTAL - - £.	385,343 13 11	903,889 2 9	115,000 4 9	164,430 6 10	1,568,663 8 3

Since the 1st April 1868, the Tolls and other Extra Receipts on Kingstown, Dunmore, and Donaghadee Harbours have been paid over to the Exchequer. The amounts so paid over have been deducted from the Exchequer Issues of the year in this Return, in order to show the net charge on the Exchequer in respect of each Harbour.

* Year of account changed to 31st March. These amounts, therefore, are for 15 months, ending 31st March 1861.

— No. 4. —

STATEMENT of PAYMENTS for HARBOURS and PIERS made direct

YEAR ended 5 January	ENGLAND AND WALES.									JERSEY.	
	Catwater and Sutton Pool Harbour.	Hobb's Point, Milford. — Pier Works at.	Holyhead Harbour.	Lyme Regis Cobb.	Margate Harbour.	Harwich. — Landguard Point.	Portland Harbour.	Annual Total for England and Wales.			
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.		£. s. d.	
1801	- - -	- - -	- - -	200 - -	- - -	- - -	- - -	200 - -		- - -	1
1802	- - -	- - -	- - -	200 - -	- - -	- - -	- - -	200 - -		- - -	2
1803	- - -	- - -	- - -	200 - -	- - -	- - -	- - -	200 - -		- - -	3
1804	- - -	- - -	- - -	200 - -	- - -	- - -	- - -	200 - -		- - -	4
1805	- - -	- - -	- - -	200 - -	- - -	- - -	- - -	200 - -		- - -	5
1806	4,000 - -	- - -	- - -	200 - -	- - -	- - -	- - -	4,200 - -		- - -	6
1807	- - -	- - -	- - -	200 - -	- - -	- - -	- - -	200 - -		- - -	7
1808	- - -	- - -	- - -	200 - -	- - -	- - -	- - -	200 - -		- - -	8
1809	- - -	- - -	- - -	200 - -	5,000 - -	- - -	- - -	5,200 - -		- - -	9
1810	- - -	- - -	- - -	200 - -	- - -	- - -	- - -	200 - -		- - -	10
1811	- - -	- - -	15,000 - -	200 - -	- - -	- - -	- - -	15,200 - -		- - -	11
1812	- - -	- - -	10,000 - -	200 - -	- - -	- - -	- - -	10,200 - -		- - -	12
1813	- - -	- - -	5,000 - -	200 - -	- - -	- - -	- - -	5,200 - -		- - -	13
1814	- - -	- - -	10,000 - -	200 - -	- - -	- - -	- - -	10,200 - -		- - -	14
1815	- - -	- - -	10,000 - -	200 - -	- - -	- - -	- - -	10,200 - -		- - -	15
1816	- - -	- - -	10,000 - -	200 - -	- - -	- - -	- - -	10,200 - -		- - -	16
1817	- - -	- - -	17,000 - -	200 - -	- - -	- - -	- - -	17,200 - -		- - -	17
1818	- - -	- - -	5,000 - -	408 - 6	- - -	- - -	- - -	5,408 - 6		- - -	18
1819	- - -	- - -	10,450 - -	5,534 6 4	- - -	- - -	- - -	15,984 6 4		- - -	19
1820	- - -	- - -	11,490 - -	9,918 11 9	- - -	- - -	- - -	21,408 11 9		- - -	20
1821	- - -	- - -	8,510 - -	4,776 5 -	- - -	- - -	- - -	13,286 5 -		- - -	21
1822	- - -	- - -	10,850 12 -	200 - -	- - -	- - -	- - -	11,050 12 -		- - -	22
1823	- - -	- - -	5,000 - -	242 - 10	- - -	- - -	- - -	5,242 - 10		- - -	23
1824	- - -	- - -	7,000 - -	200 - -	- - -	- - -	- - -	7,200 - -		- - -	24
1825	- - -	- - -	10,000 - -	200 - -	- - -	- - -	- - -	10,200 - -		- - -	25
1826	- - -	- - -	20,870 - -	200 - -	- - -	- - -	- - -	21,070 - -		- - -	26
1827	- - -	- - -	28,980 19 -	200 - -	- - -	- - -	- - -	29,180 19 -		- - -	27
1828	- - -	- - -	- - -	13,200 - -	- - -	- - -	- - -	13,200 - -		- - -	28
1829	- - -	- - -	27,979 - -	200 - -	- - -	- - -	- - -	28,179 - -		- - -	29
1830	- - -	- - -	9,413 10 -	200 - -	- - -	- - -	- - -	9,613 10 -		- - -	30
1831	- - -	- - -	17,349 16 9	200 - -	- - -	- - -	- - -	17,549 16 9		- - -	31
1832	- - -	- - -	4,700 - -	200 - -	- - -	- - -	- - -	4,900 - -		- - -	32
1833	- - -	15,000 - -	3,913 - -	- - -	- - -	- - -	- - -	18,913 - -		- - -	33
1834	- - -	8,422 - -	3,951 - -	- - -	- - -	- - -	- - -	12,373 - -		- - -	34
1835	- - -	- - -	3,922 - -	- - -	- - -	- - -	- - -	3,922 - -		- - -	35
1836	- - -	- - -	5,478 - -	- - -	- - -	- - -	- - -	5,478 - -		- - -	36
1837	- - -	1,862 9 9	6,455 - -	* - - -	- - -	- - -	- - -	8,317 9 9		- - -	37
1838	- - -	4,371 3 5	6,650 - -	- - -	- - -	- - -	- - -	11,021 3 5		- - -	38
1839	- - -	- - -	4,144 - -	- - -	- - -	- - -	- - -	4,144 - -		- - -	39
1840	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -		- - -	40
1841	- - -	- - -	16,500 - -	- - -	- - -	- - -	- - -	16,500 - -		- - -	41
1842	- - -	- - -	5,435 - -	- - -	- - -	- - -	- - -	5,435 - -		- - -	42
1843	- - -	- - -	5,361 - -	- - -	- - -	- - -	- - -	5,361 - -		- - -	43
1844	- - -	- - -	4,753 - -	- - -	- - -	- - -	- - -	4,753 - -		- - -	44
1845	- - -	- - -	4,169 - -	- - -	- - -	- - -	- - -	4,169 - -		- - -	45
1846	- - -	- - -	4,164 - -	- - -	- - -	- - -	- - -	4,164 - -		- - -	46
1847	- - -	- - -	3,836 - -	- - -	- - -	- - -	- - -	3,836 - -		- - -	47
1848	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -		- - -	48
Year ended 31 March:											
1867	- - -	- - -	- - -	- - -	- - -	6,000 - -	- - -	6,000 - -		- - -	49
1868†	- - -	- - -	- - -	- - -	- - -	4,000 - -	- - -	4,000 - -		- - -	50
	4,000 - -	29,655 13 2	333,324 17 9	39,279 4 5	5,000 - -	10,000 - -	- - -	421,259 15 4		- - -	51
Add,—Paid for Land‡ -	- - -	- - -	31,867 8 -	- - -	- - -	- - -	§12,827 2 4	44,694 10 4		72,584 18 5	52
TOTAL - £.	4,000 - -	29,655 13 2	365,192 5 9	39,279 4 5	5,000 - -	10,000 - -	12,827 2 4	465,954 5 8		72,584 18 5	53

* These amounts include charges for Holyhead and Howth Harbours, Holyhead, Liverpool, and Shrewsbury Roads, and Menai Straits, but it is not considered that the general accuracy of the return is affected by this fact.

† From this year the expenditure in respect of Harbours and Piers was made and accounted for by the Accounting Departments nominated under the Exchequer and Audit Departments Act, 29 Vict. c. 25.

‡ *See* Parliamentary Papers 455 of 1850 and 25 of 1854.

§ £. 25,466. 1. 0. is the amount shown by Parliamentary Paper 455 of 1850 to have been paid for land. This amount has been diminished by 12,638*l.* 18*s.* 8*d.* being the value of land transferred to the War Office, and Commissioners of Her Majesty's Woods and Forests.

— No. 4. —

by the TREASURY, and not included in the foregoing Statements.

CHANNEL ISLANDS.			ISLE OF MAN.	SCOTLAND.			IRELAND.	Annual Total for the United Kingdom, Channel Islands, and Isle of Man.
Alderney.	Guernsey.	Annual Total for Channel Islands.	Pier at Douglas Harbour.	Portpatrick Harbour.	Pier at Methell Harbour (Fife).	Annual Total for Scotland.	Ardglass Pier.	
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
- -	- -	- -	255 9 -	- - -	- -	- - -	- -	455 9 -
- -	- -	- -	- -	471 14 -	- -	471 14 -	- -	671 14 -
- -	- -	- -	- -	471 14 -	- -	471 14 -	- -	671 14 -
- -	- -	- -	- -	807 8 11	- -	807 8 11	- -	1,007 8 11
- -	- -	- -	- -	- - -	- -	- - -	- -	200 - -
- -	- -	- -	- -	- - -	2,000 - -	2,000 - -	- -	6,200 - -
- -	- -	- -	- -	- - -	- -	- - -	- -	200 - -
- -	- -	- -	- -	- - -	- -	- - -	- -	200 - -
- -	- -	- -	- -	- - -	- -	- - -	- -	5,200 - -
- -	- -	- -	- -	- - -	- -	- - -	- -	200 - -
- -	- -	- -	- -	- - -	- -	- - -	5,000 - -	20,200 - -
- -	- -	- -	- -	- - -	- -	- - -	5,000 - -	15,200 - -
- -	- -	- -	- -	- - -	- -	- - -	- -	5,200 - -
- -	- -	- -	- -	- - -	- -	- - -	5,883 16 8	16,083 16 8
- -	- -	- -	- -	- - -	- -	- - -	3,044 11 7	13,244 11 7
- -	- -	- -	- -	- - -	- -	- - -	- -	10,200 - -
- -	- -	- -	- -	- - -	- -	- - -	103 17 1	17,303 17 1
- -	- -	- -	- -	- - -	- -	- - -	- -	5,408 - 6
- -	- -	- -	- -	- - -	- -	- - -	- -	15,984 6 4
- -	- -	- -	- -	- - -	- -	- - -	- -	21,408 11 9
- -	- -	- -	- -	5,000 - -	- -	5,000 - -	- -	18,286 5 -
- -	- -	- -	- -	5,000 - -	- -	5,000 - -	- -	16,050 12 -
- -	- -	- -	- -	15,000 - -	- -	15,000 - -	- -	20,242 - 10
- -	- -	- -	- -	12,847 - -	- -	12,847 - -	- -	20,047 - -
- -	- -	- -	- -	13,855 - -	- -	13,855 - -	- -	24,055 - -
- -	- -	- -	- -	15,990 - -	- -	15,990 - -	- -	37,060 - -
- -	- -	- -	- -	16,750 - -	- -	16,750 - -	- -	45,930 19 -
- -	- -	- -	- -	7,000 - -	- -	7,000 - -	- -	20,200 - -
- -	- -	- -	- -	7,000 - -	- -	7,000 - -	- -	35,179 - -
- -	- -	- -	- -	7,000 - -	- -	7,000 - -	- -	16,613 10 -
- -	- -	- -	- -	7,000 - -	- -	7,000 - -	- -	24,549 16 9
- -	- -	- -	- -	4,770 - -	- -	4,770 - -	- -	9,670 - -
- -	- -	- -	- -	5,668 - -	- -	5,668 - -	- -	24,581 - -
- -	- -	- -	- -	2,499 - -	- -	2,499 - -	- -	14,872 - -
- -	- -	- -	- -	- - -	- -	- - -	- -	3,922 - -
- -	- -	- -	- -	11,875 - -	- -	11,875 - -	- -	17,353 - -
- -	- -	- -	- -	12,226 - -	- -	12,226 - -	- -	20,543 9 9
- -	- -	- -	- -	- - -	- -	- - -	- -	11,021 3 5
- -	- -	- -	- -	- - -	- -	- - -	- -	4,144 - -
- -	- -	- -	- -	3,222 17 6	- -	3,222 17 6	- -	3,222 17 6
- -	- -	- -	- -	677 2 6	- -	677 2 6	- -	17,177 2 6
- -	- -	- -	- -	- - -	- -	- - -	- -	5,435 - -
- -	- -	- -	- -	- - -	- -	- - -	- -	5,361 - -
- -	- -	- -	- -	2,000 - -	- -	2,000 - -	- -	6,753 - -
- -	- -	- -	- -	2,500 - -	- -	2,500 - -	- -	6,669 - -
- -	- -	- -	- -	1,500 - -	- -	1,500 - -	- -	5,664 - -
- -	- -	- -	- -	4,000 - -	- -	4,000 - -	- -	7,836 - -
- -	- -	- -	- -	7,000 - -	- -	7,000 - -	- -	7,000 - -
- -	- -	- -	- -	- - -	- -	- - -	- -	6,000 - -
- -	- -	- -	- -	- - -	- -	- - -	- -	4,000 - -
- -	- -	- -	255 9 -	172,130 16 11	2,000 - -	174,130 16 11	19,032 5 4	614,678 6 7
13,800 8 3	1,237 4 5	87,622 11 1	- -	- - -	- -	- - -	- -	132,317 1 5
13,800 8 3	1,237 4 5	87,622 11 1	255 9 -	172,130 16 11	2,000 - -	174,130 16 11	19,032 5 4	746,995 8 -

— No. 5. —

STATEMENT furnished by the PUBLIC WORKS OFFICE, IRELAND, of Payments made for PIERS, HARBOURS, &c., for FISHERY PURPOSES in that Country.

YEAR.	Expenditure. Exchequer Issues. £. s. d.	TOTALS. £. s. d.
1821 - - - - - - - - - -	5,000 – –	
1822 - - - - - - - - - -	4,802 15 11	
1823 Funds provided, per Act 59 Geo. 3, c. 109 -	14,431 10 1	
1824 - - - - - - - - - -	5,000 – –	
1825 - - - - - - - - - -	5,000 – –	
Irish Currency - - -	34,234 6 –	
Deduct $\frac{1}{15}$th - - -	2,633 8 2	
British Money - - -	31,600 17 10	
1826 - - - - - - - - - -	4,615 7 8	
1827 - - - - - - - - - -	4,615 7 8	
1828 - - - - - - - - - -	4,615 7 8	
1829 - - - - - - - - - -	4,615 7 8	
		50,062 8 6
Deduct,—		
Amount applied to purposes otherwise than building piers, viz., purchase and repairs of boats, tackle, fishing gear, &c., by way of grant and loan, a large portion of which became irrecoverable; also for expense of Fishery Inquiry - - - - -		20,267 1 7
1830-31 - - - - - - - - - -	4,500 – –	29,795 6 11
1832 - - - - - - - - - -	3,500 – –	
1833 - Funds provided, per Act 1 Will. 4, c. 54	2,500 – –	
1834 - - - - - - - - - -	1,500 – –	
1835* - - - - - - - - - -	1,000 – –	
		13,000 – –
1847 - - - - - - - - - -	10,000 – –	
1848 - - - - - - - - - -	21,500 – –	
1849 - - - - - - - - - -	15,500 – –	
1850 - - - - - - - - - -	16,500 – –	
1851 - - - - - - - - - -	3,700 – –	
1852 - - - - - - - - - -	—	
1853 - - - - - - - - - -	1,000 – –	
1854 - - - - - - - - - -	1,000 – –	
1855 - - - - - - - - - -	1,000 – –	
1856 - - - - - Funds provided,	4,000 – –	
1857 - - - - - per Act 9 Vict.	—	
1858 - - - - - c. 3, and 10 & 11	—	
1859 - - - - - Vict. c. 75 -	—	
1860 - - - - - - - - - -	—	
1861 - - - - - - - - - -	—	
1862 - - - - - - - - - -	—	
1863 - - - - - - - - - -	500 – –	
1864 - - - - - - - - - -	1,000 – –	
1865 - - - - - - - - - -	1,000 – –	
1866 - - - - - - - - - -	4,000 – –	
15 Months to 31st March 1868 - - - -	8,500 – –	
15 Months to 31st March 1870 - - - -	800 – –	
		90,000 – –
Carried forward - - - £.		132,795 6 11

* The Expenditure under this Act ceased after 1835.

No. 5.—STATEMENT furnished by the Public Works Office, *Ireland*, &c.—*continued.*

Year.	Expenditure. — Exchequer Issues.	Totals.
	£. s. d.	£. s. d.
Brought forward - - -		132,795 6 11
31st March 1869 - - - - - - -	7,200 – –	
„ 1870 - - - - - - -	3,213 8 6	
„ 1871 Funds provided, per Act 29 & 30	4,737 3 4	
„ 1872 Vict. c. 45 - - - -	606 5 11	
„ 1873	1,500 – –	
„ 1874 - - - - - - -	2,875 – –	
„ 1875 - - - - - - -	5,768 – –	
		25,899 17 9
Total under various Acts - - - £.		158,695 4 8

ABSTRACT showing the Appropriation of the before-named Amount of 158,695 *l.* 4 *s.* 8 *d.* to the several Counties and Localities.

County.	Pier.	Grant.	Total for each County.
		£. s. d.	£. s. d.
Antrim - - -	Ballycastle - - - -	295 6 11	
	Ballintrae - - - -	230 15 4	
	Cushendall - - - -	4,098 17 6	
	Carrickfergus - - - -	902 16 4	
	Portmack - - - -	392 3 –	
			5,919 19 1
Clare - - - -	Ballyvaughan - - - -	721 13 5	
	Burrin - - - - -	322 16 11	
	Carrigaholt - - - -	1,397 15 4	
	Dunbeg - - - - -	309 – –	
	Kilbaha - - - - -	1,053 15 8	
	Kilrush - - - - -	1,340 – –	
	Liscannor - - - -	2,081 10 6	
	Seafield - - - - -	518 5 7	
			7,744 17 5
Cork - - - -	Ballycotton - - - -	1,119 7 4	
	Baltimore - - - -	620 – –	
	Bantry - - - - -	3,110 17 9	
	Beerhaven - - - -	85 1 5	
	Burren - - - - -	481 6 7	
	Cape Clear - - - -	787 – 11	
	Courtmacsherry - - -	1,862 – 8	
	Castletown - - - -	90 9 11	
	Conlagh - - - - -	275 7 7	
	Clonakilty - - - -	256 6 8	
	Glandore - - - - -	1,728 3 4	
	Kinsale - - - - -	518 12 –	
	Lawrence Cove - - -	336 10 –	
	Ring - - - - -	42 8 8	
	Skull - - - - -	1,408 16 5	
			12,722 9 3
Down - - - -	Annalong - - - -	1,653 18 3	
	Ardglass - - - -	508 14 5	
	Ballywalter - - - -	3,071 9 9	
	Kilkeel - - - - -	7,360 14 10	
	Kimmer's Port - - -	670 7 8	
	Newcastle - - - -	6,704 11 4	
			19,969 16 3
	Carried forward - - - £.		46,357 2 –

No. 5.—STATEMENT furnished by the Public Works Office, *Ireland*, &c.—*continued.*

County.	Pier.	Grant. £. s. d.	Total for each County. £. s. d.
	Brought forward - - -		46,357 2 –
Donegal - - -	Ballyness - - - - -	487 5 9	
	Bunatrahane - - - -	434 11 10	
	Buncrana - - - -	3,313 15 6	
	Bruckless - - - -	134 15 1	
	Doachbeg - - - -	92 6 2	
	Greencastle - - - -	1,587 12 8	
	Killybegs - - - -	5 – –	
	Mountcharles - - - -	1,035 3 9	
	Moville - - - - -	4,490 19 2	
	Portnablahy - - - -	992 19 10	
	Portmore - - - -	1,472 14 8	
	Portnoe - - - - -	550 – –	
	Port Salen - - - -	613 3 9	
	Rathmullen - - - -	1,790 – –	
	Teelin - - - - -	19 19 11	
	Leabgarrow - - - -	157 – –	
			17,177 8 1
Dublin - - -	Balbriggan - - - -	1,643 14 9	
	Howth - - - - -	4,996 17 2	
	Lambay - - - - -	591 11 4	
	Rush - - - - -	894 8 11	
			8,126 12 2
Galway - - -	Arran Island - - - -	1,606 17 9	
	Arran Island (Killaney) - -	511 18 4	
	Ardfry - - - - -	35 8 9	
	Ballinakill (Barnaderg) - -	589 15 8	
	Bunoven - - - - -	4,255 16 1	
	Barna - - - - -	307 6 5	
	Ballinacourty - - - -	346 10 3	
	Claddagh - - - -	4,295 7 5	
	Clifden - - - - -	1,416 11 –	
	Costelloe - - - - -	280 – 11	
	Cleggan - - - - -	372 10 1	
	Cloonile - - - - -	50 – –	
	Derryinver - - - -	80 – –	
	Durass - - - - -	184 12 5	
	Errislannon - - - -	1,076 9 9	
	Galway Slate Pier - - -	251 10 6	
	Greatman's Bay - - -	366 18 6	
	Kilkerran - - - -	1,904 2 5	
	Killery (Isle of Arran) - -	22 18 7	
	Leenaun - - - - -	242 3 11	
	Lacken - - - - -	119 4 8	
	New Harbour - - - -	328 12 10	
	Rossroe - - - - -	564 14 1	
	Roundstone - - - -	539 13 3	
	Spiddal - - - - -	7,631 7 1	
	St. Kitts - - - - -	342 3 6	
	Tarrea - - - - -	1,488 – 3	
			29,210 14 5
Kerry - - -	Blackwater - - - -	526 6 4	
	Brandon - - - - -	894 8 11	
	Ballinskelligs - - - -	232 19 4	
	Barra - - - - -	115 7 9	
	Cahirciveen - - - -	760 2 6	
	Dingle - - - - -	1,805 10 5	
	Greenane - - - - -	235 6 11	
	Kenmare - - - - -	617 7 6	
	Kilmakeelogue - - - -	930 1 4	
	Renards Point - - - -	183 9 5	
	Tarbert - - - - -	5,000 – –	
	Valentia - - - - -	2,304 3 3	
	Ventry - - - - -	1,134 19 7	
			14,740 3 3
	Carried forward - - - £.		115,611 19 11

No. 5.—STATEMENT furnished by the Public Works Office, *Ireland*, &c.—*continued.*

County.	Pier.	Grant. £. s. d.	Total for each County. £. s. d.
	Brought forward - - -		115,611 19 11
Limerick - - -	Glin - - - - -	2,010 – –	2,010 – –
Louth - - -	Clogher Head - - - -	703 19 2	
	Carlingford - - - -	2,582 16 3	
	Dunany - - - -	416 1 10	
	Giles Quay - - - -	1,500 – –	
	Port Oriel - - - -	600 – –	5,802 17 3
Mayo - - - -	Achill Sound - - - -	222 12 4	
	Belmullet Canal - - -	5,031 10 2	
	Belmullet Pier - - -	467 7 4	
	Buntaragher - - - -	42 15 6	
	Broadhaven - - - -	20 11 2	
	Bundurrogh - - - -	304 18 5	
	Clare Island - - - -	165 – –	
	Druminaweelane - - -	60 – –	
	Ennisturk - - - -	738 4 1	
	Innishboffin - - - -	975 – –	
	Innishark - - - -	225 – –	
	Killala - - - - -	19 19 9	
	Munqueena Cove - - -	120 – –	
	Newport - - - - -	780 0 9	
	Old Head - - - -	1,158 – 3	
	Oldcastle - - - -	276 18 5	
	Roigh - - - - -	462 7 8	
	Saleen - - - - -	644 12 10	
	Tarmon - - - - -	1,007 8 5	12,722 13 1
Sligo - - - -	Mullaghmore - - - -	106 6 10	
	Pullagheeny - - - -	223 10 8	
	Roughley - - - -	361 19 10	691 17 4
Waterford - - -	Ballinagoul - - - -	1,346 15 3	
	Ballinacourty - - - -	19 18 3	
	Lady Elizabeth's Cove - -	2,539 11 5	
	Passage, East - - - -	1,382 7 5	
	Wyse's Point - - - -	1,263 6 8	6,551 19 –
Wexford - - -	Arthurstown - - - -	810 – –	
	Ballyowen - - - -	170 17 3	
	Courtown - - - -	2,433 – 3	
	Cahore - - - - -	823 4 8	
	Duncannon - - - -	3,344 3 11	
	Fethard - - - - -	29 5 8	
	Kilmore - - - - -	5,398 2 5	
	Slade - - - - -	802 19 8	13,811 13 10
Wicklow - - -	Greystones - - - -	895 11 7	895 11 7
	Unappropriated - - - - - - - -		596 12 8
		Total - - - £.	158,695 4 8

— No. 6. — - - - - - - - - -

STATEMENT showing the AMOUNTS (*in round figures*) EXPENDED in *Scotland* by the FISHERY BOARD out of

Year ended 31 Dec.	Rockfield (Ross).	Hilton (Ross).	Sarclet (Caithness).	Dunglass (Berwick).	Cellardyke (Fife).	Burnmouth (Berwick).	Coldingham (Berwick).	Salen and Kintra (Argyll).	Port Ellen (Island of Islay).	Fort William (Inverness).	Keiss (Caithness).	Callicot (Island of Lewis).	Carnish (Island of Lewis).	Buckhaven (Fife).	
***	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
1829	323	98	1,107	–	–	–	–	–	–	–	–	–	–	–	
1830	–	–	–	1,260	406	–	–	–	–	–	–	–	–	–	
1831	–	–	289	550	406	730	–	–	–	–	–	–	–	–	
1832	–	–	–	–	406	730	908	392	509	–	–	–	–	–	
1833	–	–	–	–	–	–	237	392	–	973	1,067	–	–	–	
1834	–	–	1,987	–	–	–	–	–	–	–	–	–	–	–	
1835	–	–	–	–	–	–	–	–	–	152	36	366	402	–	
1836	–	–	–	–	–	62	–	–	–	–	–	366	402	1,513	
1837	–	–	–	47	–	–	–	–	–	–	–	366	402	1,513	
1838	–	–	–	–	103	–	–	–	–	–	–	–	–	–	1
1839	–	–	225	–	–	–	–	–	–	–	–	–	–	673	1
1840	–	–	–	–	–	–	–	–	–	–	–	–	–	673	1
1841	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1
1842	–	–	427	–	–	–	–	–	–	–	–	–	–	–	1
1843	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1
1844	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1
1845	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1
1846	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1
1847	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1
1848	–	–	250	–	–	–	–	–	–	–	–	–	–	–	2
1849	–	–	–	–	–	–	402	–	–	–	103	–	–	–	2
1850	–	–	65	–	–	–	–	–	–	–	103	–	–	2,113	2
1851	48	–	–	–	168	–	–	–	–	–	–	–	–	2,113	2
1852	–	–	–	–	168	–	–	–	–	–	–	–	–	2,113	2
1853	–	–	–	–	–	–	–	–	–	–	–	–	–	2,113	2
1854	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2
1855	–	60	–	–	–	–	–	–	–	–	–	–	–	–	2
1856	–	–	–	–	–	–	–	–	–	–	–	101	–	–	2
1857	–	–	–	–	–	–	–	–	–	–	–	101	–	–	2
1858	–	–	–	–	–	–	–	–	–	–	–	–	–	–	3
1859	–	–	–	–	–	–	–	–	–	–	–	–	–	–	3
1860	–	–	–	–	–	–	–	–	–	–	–	–	–	–	3
1861	–	–	–	–	–	–	–	–	–	–	–	–	–	–	3
1862	–	–	–	–	–	–	–	–	–	–	–	–	–	–	3
1863	–	–	–	–	–	–	–	–	–	–	–	–	–	–	3
1864	–	–	–	–	–	–	–	–	–	–	–	–	–	–	3
1865	–	–	–	–	–	–	–	–	–	–	–	–	–	–	3
1866	–	–	–	–	–	–	–	–	–	–	–	–	–	–	3
1867	–	–	–	–	–	–	–	–	–	–	–	–	–	–	3
1868	–	–	–	–	–	–	–	–	–	–	–	–	–	–	4
1869	–	–	–	–	–	–	–	–	–	–	–	–	–	–	4
1870	–	–	–	–	–	–	–	–	–	–	–	–	–	–	4
1871	–	–	–	–	–	–	–	–	–	–	–	–	–	–	4
1872	–	–	–	–	–	–	–	–	–	–	–	–	–	–	4
1873	–	–	–	–	–	–	–	–	–	–	–	–	–	–	4
1874	–	–	–	–	–	–	–	–	–	–	–	–	–	–	4
1875	–	–	–	–	–	–	–	–	–	–	–	–	–	–	4
TOTAL, £.	371	158	4,350	1,857	1,657	1,522	1,547	784	509	1,125	1,309	1,300	1,206	12,824	4

Note.—In consequence of Expenditure of contributions from private parties for the erection or improvement of Harbours being mixed up with that of Votes from Parliament in the administration by the Fishery Board of these Votes, it is impossible, in the case of every Harbour, to furnish the Expenditure of the Votes of Parliament separately year by year. This can only be given approximately; viz., by dividing the Expenditure of Votes by the number of years which the work took to execute, and apportioning the same to the Harbour year by year, on the assumption that the sum thus stated was actually laid out in the course of the year against which it is entered. Accordingly, this is what has been done in this Return, which is limited exclusively to moneys voted by Parliament.

*** From 1800 to 1828 there was no Expenditure by Fishery Board.

— No. 6. —

Moneys Voted by Parliament for PIERS, HARBOURS, &c. for FISHERY PURPOSES for each Year of this Century.

Inverary (Argyll).	Pittullie (Aberdeen).	Skipness (Argyll).	Dunbar (Haddington).	Ballantrae (Ayr).	Nairn (Nairn).	Scallisaig (Island of Colonsay).	*Lybster (Caithness).	Carsaig (Island of Mull).	Latheron Wheel (Caithness).	Craignure (Island of Mull).	Sandsair (Shetland Isles).	Buckie (Banff).	*Anstruther (Fife).	Annual Total.
£.	£.	£.	£.	£	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.
–	–	–	–	–	–	–	–	–	–	–	–	–	–	1,528
–	–	–	–	–	–	–	–	–	–	–	–	–	–	1,666
–	–	–	–	–	–	–	–	–	–	–	–	–	–	1,975
–	–	–	–	–	–	–	–	–	–	–	–	–	–	2,945
–	–	–	–	–	–	–	–	–	–	–	–	–	–	2,669
–	–	–	–	–	–	–	–	–	–	–	–	–	–	1,987
–	–	–	–	–	–	–	–	–	–	–	–	–	–	956
478	–	–	–	–	–	–	–	–	–	–	–	–	–	2,821
478	–	–	–	–	–	–	–	–	–	–	–	–	–	2,806
–	1,051	–	–	–	–	–	–	–	–	–	–	–	–	1,154
–	1,051	992	–	–	–	–	–	–	–	–	–	–	–	2,941
–	1,051	992	–	–	–	–	–	–	–	–	–	–	–	2,716
–	–	–	–	–	–	–	–	–	–	–	–	–	–	—
–	19	76	2,816	–	–	–	–	–	–	–	–	–	–	3,338
–	–	–	2,816	–	–	–	–	–	–	–	–	–	–	2,816
–	–	–	2,816	–	–	–	–	–	–	–	–	–	–	2,816
–	–	–	2,816	–	–	–	–	–	–	–	–	–	–	2,816
–	–	–	–	722	488	–	–	–	–	–	–	–	–	1,210
–	–	–	–	722	488	–	–	–	–	–	–	–	–	1,210
–	–	–	205	722	488	776	–	–	–	–	–	–	–	2,441
–	–	–	101	722	488	776	976	–	–	–	–	–	–	3,568
–	–	–	183	–	–	–	976	102	–	–	–	–	–	3,542
–	–	–	–	–	–	–	976	102	–	–	–	–	–	3,407
–	–	–	–	–	–	838	976	–	523	–	–	–	–	4,618
–	–	–	–	–	–	838	976	–	523	350	–	–	–	4,800
–	–	–	–	–	–	838	976	–	–	350	223	–	–	2,387
–	–	–	–	–	–	–	976	–	–	–	223	2,603	–	3,862
–	–	–	–	–	–	–	–	–	–	–	–	2,603	–	2,704
–	–	–	2,274	–	–	–	–	–	–	–	–	2,603	–	4,978
–	–	–	2,274	–	–	–	–	–	–	–	–	2,603	–	4,877
–	–	–	2,274	–	–	–	–	–	–	–	–	–	–	2,274
–	–	–	2,274	–	–	–	–	–	–	–	–	–	–	2,274
–	–	–	2,274	–	–	–	–	–	–	–	–	–	–	2,274
–	–	–	2,274	–	–	–	–	–	–	–	–	–	–	2,274
–	–	–	2,274	–	–	–	–	–	–	–	–	–	–	2,274
–	–	–	–	–	–	–	–	–	–	–	–	–	5,419	5,419
–	–	–	–	–	–	–	–	–	–	–	–	–	5,419	5,419
–	–	–	–	–	–	–	–	–	–	–	–	–	5,419	5,419
–	–	–	–	–	–	–	–	–	–	–	–	–	5,419	5,419
–	–	–	–	–	–	–	–	–	–	–	–	–	5,419	5,419
–	–	–	–	–	–	–	–	–	–	–	–	–	5,419	5,419
–	–	–	–	–	–	–	–	–	–	–	–	–	5,419	5,419
–	–	–	–	–	–	–	–	–	–	–	–	–	5,419	5,419
–	–	–	–	–	–	–	–	–	–	–	–	–	5,419	5,419
–	–	–	–	–	–	–	–	–	–	–	–	–	5,419	5,419
956	3,172	2,060	32,219	2,888	1,952	4,066	6,832	204	1,046	700	446	10,412	54,190	151,662

* The Expenditure on Lybster and Anstruther include the amounts of Special Votes.

Note.—LYBSTER.—The Special Vote of Parliament for Lybster was 6,000 *l.*, taken in 1849, of which 3,000 *l.* was issued from the Exchequer in 1849, and the remaining 3,000 *l.* in 1850.

ANSTRUTHER.—The Special Votes of Parliament to Anstruther were 7,000 *l.* in 1871, and 9,000 *l.* in 1873. There was no Act of Parliament for any of these Special Votes, nor any Act for Lybster Harbour. The Act for Anstruther Harbour is the 23 & 24 Vict. c. 39, 23rd July 1860.

— No. 7. —

STATEMENT of MISCELLANEOUS PAYMENTS made by TREASURY and ADMIRALTY DEPARTMENTS.

YEARS.	HARBOURS.	NATURE OF EXPENSES.	ENGLAND AND WALES.	SCOTLAND.	IRELAND.	ISLE OF MAN.	CHANNEL ISLANDS.	TOTAL UNITED KINGDOM.
			£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s.
1843, 1847, and 1848.	DOVER - -	Committee for reporting on Plans and Estimates for a Harbour of Refuge - - - - - -	97 14 2	—	—	—	—	—
1805, 1806, 1807	FALMOUTH -	Surveying, Sounding, and Laying down Buoys - - - - -	429 17 4	—	—	—	—	—
		£. s. d.						
1830 - -	FOLKESTONE -	Surveying - - 156 3 -						
1860 - -	„ -	Interest on Harbour Bonds - - - 3,235 6 4						
			3,391 9 4	—	—	—	—	—
1863 - -	HARWICH -	Surveying and Reporting on -	152 16 4	—	—	—	—	—
		£. s. d.						
—	HOLYHEAD -	Surveying, 1801 - 8 8 -						
	„ -	„ 1847 - 876 11 -						
			884 19 -	—	—	—	—	—
1848 to 1850 -	LOOE - -	Removing Quays for benefit of Fishermen, and improving Harbour - - £. s. d. 200 - -						
	„ - -	Passing Act for the security and improvement of - 600 - -						
			800 - -	—	—	—	—	—
1848 and 1852	POOLE - -	Surveying and Reporting on Harbour Bills - - - - -	66 13 -	—	—	—	—	—
1851-2 and 1853-4.	RAMSGATE -	Surveying Works, and Reporting on - - - - - - -	457 18 -	—	—	—	—	—
1818-1819 -	SHIELDS - -	Relaying and Repairing Moorings	13 13 6	- -	- -	- -	- -	6,295 -
1813 - -	ARDROSSAN -	Surveying - - - - - -	- -	118 - 6	—	—	—	—
1855 - -	DUNBAR - -	Surveying - - - - - -	- -	150 3 -	—	—	—	—
1843 - -	LEITH - -	Surveying - - - - - -	- -	558 6 -	—	—	—	—
1842, 1843, and 1845.	PORTPATRICK -	Repairing Breakwater - - -	- -	2,306 13 -	- -	- -	- -	3,133 2
		£. s. d.						
1829 - -	ARDGLASS - (County Down.)	Passing an Act relating to - - - 215 13 8						
1841 - -	„ -	Repairing - - 191 7 5						
1853 and 1854	„ -	Inquiry into capabilities as a Harbour of Refuge - - 244 3 8						
			- -	- -	651 4 9	—	—	—
1836, 1838, and 1857.	KINGSTOWN -	Preparing and Examining Plans, and Professional Services of Engineer - - - - - -	- -	- -	659 14 1	- -	- -	1,310 18 1
1841 - -	ISLE OF MAN -	Surveying and Repairing Harbours - - - - - -	- -	- -	- -	394 16 -	- -	394 16 -
1853 and 1854	ALDERNEY -	Inquiring into Plan for - -	- -	- -	- -	- -	68 13 9	—
1805 to 1814 -	CHANNEL ISLANDS.	Surveying and Superintending Moorings - - - - - -	- -	- -	- -	- -	864 9 6	—
1846 - -	„ -	Surveying - - - - - -	- -	- -	- -	- -	762 14 -	—
1853 and 1860	Harbour Purposes	Examining Accounts connected with Purchase of Land, &c. - -	- -	- -	- -	- -	268 5 5	1,964 2 8
		TOTAL - - - £.	6,295 - 8	3,133 2 6	1,310 18 10	394 16 -	1,964 2 8	13,098 - 8
Various dates -	Harbour Inquiries, &c.	Sundry Payments - - -	3,396 16 2	485 15 -	635 3 2	- -	- -	4,517 14 4
		TOTAL - - - £.	9,691 16 10	3,618 17 6	1,946 2 -	394 16 -	1,964 2 8	17,615 15 -
Ditto - -	Ditto - -	Ditto, which cannot be classified under Countries - - -	- -	- -	- -	- -	- -	10,631 7 6
	UNITED KINGDOM - - - - - -		- - - - -		GRAND TOTAL - - - £.			28,247 2 6

Note.—It must be understood with regard to the amounts above shown against the several Harbours that they are such as have been ascertained to have been specially expended in respect of each Harbour, but that other sums included in the last two items of "Sundry Payments" were paid, but the separate amounts cannot be allocated to special works.

— No. 8. —

HARBOURS on which AMOUNTS Advanced by way of LOAN for their IMPROVEMENT have been Compounded or Remitted.

		Amounts Remitted.	
ENGLAND AND WALES:			
SOUTHEND PIER:	£. s. d.	£. s. d.	£. s. d.
Advanced by Public Works Loan Commissioners on 7 March 1845 -	2,000 – –		
Amount received for Compounding -	1,600 – –		
		400 – –	
BRIDLINGTON PIERS AND HARBOURS:			
Advanced by Public Works Loan Commissioners, October 1844 to December 1850 - - - - -	37,500 – –		
Repaid - - - - -	23,861 14 11		
		13,638 5 1	
			14,038 5 1
SCOTLAND:			
LEITH HARBOUR AND DOCKS, under Act 23 & 24 Vict. c. 48 - - - - - - - - - - -		- - -	178,374 9 8
IRELAND:			
LIMERICK BRIDGE AND HARBOUR, by Act 30 & 31 Vict. c. 53 - - - - - - - - - - -		*114,248 – 9	
GALWAY - - - - - - - - - - -		9,322 14 10	
			123,570 15 7
		£.	315,983 10 4

* This sum was remitted on account of the several loans made between the 25th May 1824, and the 11th September 1851, to the Limerick Bridge and Harbour Commissioners, amounting to 179,384 *l.* 12 *s.* 4 *d.*, for the purpose of building a bridge across the Shannon, with drawbridge and tidal lock, also quays on the Shannon, and the construction of a floating dock. The amounts expended respectively on bridge and harbour works were never ascertained, and the amount of remissions applicable to each can therefore only be stated approximately.

— No. 9. —

ABSTRACT STATEMENT showing the EXPENDITURE from Public Moneys upon each HARBOUR and PIER in the UNITED KINGDOM, from the Year 1800 to 1875.

Note A.—As regards the expenditure in Ireland for Fishery Purposes, the separate amounts expended for each Pier or Harbour will be found in Statement, No. 5, p. 14.

Note B.—The yearly expenditure upon each Harbour can be ascertained by reference to the Statements indicated in the headings of this Abstract. The Public Works Commissioners, Ireland, could not furnish the yearly expenditure upon each Fishery Pier in that country.

ENGLAND AND WALES.	EXPENDITURE BY						Miscellaneous.	Remissions.	TOTAL EXPENDITURE upon each Harbour &c.
	Admiralty.	Board of Trade.	Public Works Commissioners, Ireland.		Treasury.	Fishery Board, Scotland.			
	Statement, No. 1.	Statement, No. 2.	Statement, No. 3.	Statement, No. 5.	Statement, No. 4.	Statement, No. 6.	Statement, No. 7.	Statement, No. 8.	
	£.	£.	£.	£.	£.	£.	£.	£.	£.
Bridlington (Piers and Harbours)	- -	- -	- -	- -	- -	- -	- -	13,638	13,638
Catwater and Sutton Pool	- -	- -	- -	- -	4,000	- -	- -	- -	4,000
Dover	626,458	107,940	- -	- -	- -	- -	98	- -	734,496
Falmouth	- -	- -	- -	- -	- -	- -	430	- -	430
Folkestone	- -	- -	- -	- -	- -	- -	3,391	- -	3,391
Harwich	129,984	10,752	- -	- -	- -	- -	153	- -	140,889
Harwich (Landguard Point)	- -	- -	- -	- -	10,000	- -	- -	- -	10,000
Hobbs' Point	- -	- -	- -	- -	29,650	- -	- -	- -	29,650
Holyhead	1,299,987	216,056	- -	- -	365,192	- -	885	- -	1,882,120
Looe	- -	- -	- -	- -	- -	- -	800	- -	800
Lyme Regis Cobb	- -	- -	- -	- -	30,279	- -	- -	- -	30,279
Margate	- -	- -	- -	- -	5,000	- -	- -	- -	5,000
Menai Straits	6,627	- -	- -	- -	- -	- -	- -	- -	6,627
Newhaven (Sussex)	5,000	- -	- -	- -	- -	- -	- -	- -	5,000
Plymouth Breakwater	1,442,890	- -	- -	- -	- -	- -	- -	- -	1,442,890
Poole	- -	- -	- -	- -	- -	- -	66	- -	66
Portland	1,008,788	- -	- -	- -	12,827	- -	- -	- -	1,021,615
Ramsgate	- -	- -	- -	- -	- -	- -	458	- -	458
Sheerness (Pier)	400	- -	- -	- -	- -	- -	- -	- -	400
Shields	- -	- -	- -	- -	- -	- -	14	- -	14
Southend Pier	- -	- -	- -	- -	- -	- -	- -	400	400
Spurn Point Works	20,433	9,614	- -	- -	- -	- -	- -	- -	30,047
Inquiries, &c. connected with Harbours	- -	- -	- -	- -	- -	- -	3,397	- -	3,397
TOTAL for ENGLAND and WALES £.	4,540,567	344,362	- -	- -	465,954	- -	9,692	14,038	5,374,613
CHANNEL ISLANDS:									
Alderney	1,188,698	181,582	- -	- -	13,800	- -	69	- -	1,384,149
Guernsey	444	- -	- -	- -	1,237	- -	- -	- -	1,681
Jersey, St. Catherine's	234,749	567	- -	- -	72,585	- -	- -	- -	307,901
Surveying Harbours and superintending Moorings	-	- -	- -	- -	- -	- -	1,627	- -	1,627
Expenses of examining Accounts connected with the Purchase of Land for Harbour purposes	- -	- -	- -	- -	- -	- -	268	- -	268
TOTAL for CHANNEL ISLANDS £.	1,423,891	182,149	- -	- -	87,622	- -	1,964	- -	1,695,626
ISLE OF MAN:									
Douglas Harbour, Pier at	- -	- -	- -	- -	255	- -	- -	- -	255
Expenses of Surveying and Repairing Harbours	- -	- -	- -	- -	- -	- -	395	- -	395
TOTAL for ISLE OF MAN £.	- -	- -	- -	- -	255	- -	395	- -	650

No. 9.—Abstract Statement showing the Expenditure from Public Moneys upon each Harbour and Pier, &c.—*continued.*

Counties of Scotland.	SCOTLAND.	Expenditure by: Admiralty. Statement, No. 1.	Board of Trade. Statement, No. 2.	Public Works Commissioners, Ireland. Statement, No. 3.	Public Works Commissioners, Ireland. Statement, No. 5.	Treasury. Statement, No. 4.	Fishery Board, Scotland. Statement, No. 6.	Miscellaneous. Statement, No. 7.	Remissions. Statement, No. 8.	Total Expenditure upon each Harbour, &c.
		£.	£.	£.	£.	£.	£.	£.	£.	£.
Aberdeen	Pitullie	-	-	-	-	-	3,172	-	-	3,172
Argyll	Carsaig (Island of Mull)	-	-	-	-	-	204	-	-	204
	Craignure (Island of Mull)	-	-	-	-	-	700	-	-	700
	Inverary	-	-	-	-	-	956	-	-	956
	Port Ellen (Island of Islay)	-	-	-	-	-	509	-	-	509
	Salen and Kintra	-	-	-	-	-	784	-	-	784
	Scallisaig (Island of Colonsay).	-	-	-	-	-	4,066	-	-	4,066
	Skipness	-	-	-	-	-	2,060	-	-	2,060
	Total	-	-	-	-	-	9,279	-	-	9,279
Ayr	Ardrossan	-	-	-	-	-	-	118	-	118
	Ballantrae	-	-	-	-	-	2,888	-	-	2,888
	Total	-	-	-	-	-	2,888	118	-	3,006
Banff	Buckie	-	-	-	-	-	10,412	-	-	10,412
Berwick	Burnmouth	-	-	-	-	-	1,522	-	-	1,522
	Coldingham	-	-	-	-	-	1,547	-	-	1,547
	Dunglass	-	-	-	-	-	1,857	-	-	1,857
	Total	-	-	-	-	-	4,926	-	-	4,926
Caithness	Keiss	-	-	-	-	-	1,309	-	-	1,309
	Latheron Wheel	-	-	-	-	-	1,046	-	-	1,046
	Lybster	-	-	-	-	-	6,832	-	-	6,832
	Sarclet	-	-	-	-	-	4,350	-	-	4,350
	Total	-	-	-	-	-	13,537	-	-	13,537
Edinburgh	Leith (Western Breakwater)	13,229	-	-	-	-	-	-	-	13,229
	" Harbour and Docks	-	-	-	-	-	-	558	178,374	178,932
	Newhaven (Pier)	7,971	-	-	-	-	-	-	-	7,971
	Total	21,200	-	-	-	-	-	558	178,374	200,132
Fife	Anstruther	-	-	-	-	-	54,190	-	-	54,190
	Buckhaven	-	-	-	-	-	12,824	-	-	12,824
	Cellardyke	-	-	-	-	-	1,657	-	-	1,657
	Methell Harbour (Pier)	-	-	-	-	2,000	-	-	-	2,000
	Total	-	-	-	-	2,000	68,671	-	-	70,671
Haddington	Dunbar	-	-	-	-	-	32,219	150	-	32,369
Inverness	Fort William	-	-	-	-	-	1,125	-	-	1,125
Nairn	Nairn	-	-	-	-	-	1,952	-	-	1,952
Ross	Callicot (Island of Lewis)	-	-	-	-	-	1,300	-	-	1,300
	Carnish (Island of Lewis)	-	-	-	-	-	1,206	-	-	1,206
	Hilton	-	-	-	-	-	158	-	-	158
	Rockfield	-	-	-	-	-	371	-	-	371
	Total	-	-	-	-	-	3,035	-	-	3,035
Shetland Isles	Sandsair	-	-	-	-	-	446	-	-	446
Wigtown	Port Patrick	31,519	53,107	-	-	172,131	-	2,307	-	259,064
	Expenses connected with Harbour Inquiries, &c.	-	-	-	-	-	-	486	-	486
	Total for Scotland £.	52,719	53,107	-	-	174,131	151,662	3,619	178,374	613,612

No. 9.—Abstract Statement, showing the Expenditure from Public Moneys upon each Harbour and Pier, &c.—*continued.*

Counties of Ireland.	IRELAND.	Expenditure by: Admiralty. Statement, No. 1.	Board of Trade. Statement, No. 2.	Public Works Commissioners, Ireland. Statement, No. 3.	Public Works Commissioners, Ireland. Statement, No. 5.	Treasury. Statement, No. 4.	Fishery Board, Scotland. Statement, No. 6.	Miscellaneous. Statement, No. 7.	Remissions. Statement, No. 8.	Total Expenditure upon each Harbour, &c.
		£.	£.	£.	£.	£.	£.	£.	£.	£.
Antrim	For separate amounts expended on each Pier or Harbour, *see* Statement, No. 5	-	-	-	5,920	-	-	-	-	5,920
Clare	Ditto - ditto	-	-	-	7,745	-	-	-	-	7,745
Cork	Ditto - ditto	-	-	-	12,722	-	-	-	-	12,722
	Queenstown Pier	9,508	-	-	-	-	-	-	-	9,508
	Total	9,508	-	-	12,722	-	-	-	-	22,230
Down	For separate amounts expended on each Pier or Harbour, *see* Statement, No. 5	-	-	-	19,970	-	-	-	-	19,970
	Ardglass Pier	-	-	-	-	19,032	-	-	-	*19,032
	„ Harbour	-	-	-	-	-	-	651	-	651
	Donaghadee Harbour	-	-	164,430	-	-	-	-	-	164,430
	Total	-	-	164,430	19,970	19,032	-	651	-	204,083
Donegal	For separate amounts expended on each Pier or Harbour, *see* Statement, No. 5	-	-	-	17,177	-	-	-	-	17,177
Dublin	Ditto - ditto	-	-	-	8,127	-	-	-	-	8,127
	Howth Harbour	-	-	385,344	-	-	-	-	-	†385,344
	Kingstown Harbour	-	-	903,889	-	-	-	660	-	904,549
	Total	-	-	1,289,233	8,127	-	-	660	-	1,298,020
Galway	For separate amounts expended on each Pier or Harbour, *see* Statement, No. 5	-	-	-	29,211	-	-	-	-	29,211
	Galway Harbour	-	-	-	-	-	-	-	9,323	9,323
	Total	-	-	-	29,211	-	-	-	9,323	38,534
Kerry	For separate amounts expended on each Pier or Harbour, *see* Statement, No. 5	-	-	-	14,740	-	-	-	-	14,740
Limerick	Ditto - ditto	-	-	-	2,010	-	-	-	-	2,010
	Limerick Bridge and Harbour	-	-	-	-	-	-	-	114,248	114,248
	Total	-	-	-	2,010	-	-	-	114,248	116,258
Louth	For separate amounts expended on each Pier or Harbour, *see* Statement, No. 5	-	-	-	5,803	-	-	-	-	5,803
Mayo	Ditto - ditto	-	-	-	12,723	-	-	-	-	12,723
Sligo	Ditto - ditto	-	-	-	692	-	-	-	-	692
Waterford	Ditto - ditto	-	-	-	6,552	-	-	-	-	6,552
	Dunmore Harbour	-	-	115,000	-	-	-	-	-	115,000
	Total	-	-	115,000	6,552	-	-	-	-	121,552
Wexford	For separate amounts expended on each Pier or Harbour, *see* Statement, No. 5	-	-	-	13,812	-	-	-	-	13,812
Wicklow	Ditto - ditto	-	-	-	895	-	-	-	-	895
	Unappropriated	-	-	-	596	-	-	-	-	596
	Expenses connected with Harbour Inquiries, &c.	-	-	-	-	-	-	635	-	635
	Total for Ireland £.	9,508	-	1,568,663	158,695	19,032	-	1,946	123,571	1,881,415

* The Total Expenditure for Ardglass Pier and Harbour shown in this Return is 20,192 *l.* 4 *s.* 6 *d.*, and is made up as follows:—

		£.	s.	d.
Pier	Statement, No. 4	19,032	5	4
	„ No. 5	508	14	5
Harbour	„ No. 7	651	4	9
	£.	20,192	4	6

† For Howth Pier and Harbour the Total is 390,340 *l.* 11 *s.* 1 *d.*, and is made up as follows:—

		£.	s.	d.
Harbour	Statement, No. 3	385,343	13	11
Pier	„ No. 5	4,996	17	2
	£.	390,340	11	1

In all other cases the Total of the Expenditure defrayed from Public Moneys on each Harbour and Pier in the United Kingdom, is shown either in this Statement, or in Statement, No. 5, referred to above.

SUMMARY of the TOTALS of No. 9 STATEMENT, showing the EXPENDITURE under COUNTRIES so far as it can be Classified.

	£.
ENGLAND AND WALES - - - - - - -	5,374,613
CHANNEL ISLANDS - - - - - - - -	1,695,626
ISLE OF MAN - - - - - - - - -	650
SCOTLAND - - - - - - - - - -	613,612
IRELAND - - - - - - - - - -	1,881,415
	9,565,916
For Inquiries at various dates which cannot be classified under Countries. (*See* end of Statement, No. 7) - - - - - - - - - -	10,632
TOTAL Expenditure upon Harbours and Piers in the United Kingdom, from 1800 to 1875 inclusive, agreeing with the Sum of the Yearly Totals, as shown on pp. 2, 3, 4, and 5 - - £.	9,576,548

SUMMARY of the TOTALS of EXPENDITURE by the several Departments, as shown in STATEMENTS 1, 2, 3, 4, 5, 6, 7, and 8.

	In England and Wales.	In Channel Islands.	In Isle of Man.	In Scotland.	In Ireland.	In United Kingdom.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
page						
Admiralty - - 6	4,540,567 3 10	1,423,891 9 11	- -	52,718 10 3	9,507 7 6	6,026,684 11 6
Board of Trade - 8	344,362 4 4	182,148 3 7	- -	53,106 19 9	- -	579,617 7 8
Public Works Commissioners, Ireland 9	- -	- -	- -	- -	1,568,663 8 3	1,727,358 12 11
14	- -	- -	- -	- -	158,695 4 8	
Treasury - - 12	465,954 5 8	87,622 11 1	255 9 -	174,130 16 11	19,032 5 4	746,995 8 -
Scotch Fishery Board, 18	- -	- -	- -	151,662 - -	- -	151,662 - -
Treasury and Admiralty - - - 20	9,691 16 10	1,964 2 8	394 16 -	3,618 17 6	1,946 2 -	17,615 15 -
Ditto - ditto -	- - - Expenditure which cannot be classified under Countries - - -					10,631 7 6
Remissions - - 21	14,038 5 1	- -	- -	178,374 9 8	123,570 15 7	315,983 10 4
GRAND TOTAL £.	5,374,613 15 9	1,695,626 7 3	650 5 -	613,611 14 1	1,881,415 3 4	9,576,548 12 11

HARBOURS.

RETURN showing the AMOUNTS EXPENDED (Exchequer Issues) out of Moneys Voted by Parliament upon the HARBOURS in the UNITED KINGDOM in each Year of this Century, stating each HARBOUR separately, and the Moneys Yearly Expended thereon; the HARBOURS being Classified under the Divisions of *England* and *Wales*, *Channel Islands*, *Isle of Man*, *Scotland*, and *Ireland*; similar RETURNS of the EXPENDITURE on PIERS, HARBOURS, &c., for FISHERY PURPOSES; and, of the HARBOURS on which the AMOUNTS Advanced, by way of LOAN for their IMPROVEMENT, have been Compounded, or Remitted.

(*Sir George Balfour.*)

Ordered, by The House of Commons, *to be Printed,*
7 *August* 1876.

PIERS AND HARBOURS.

(PROVISIONAL ORDERS.)

Session 1876.

REPORT by the Board of Trade of their Proceedings under "The General Pier and Harbour Act, 1861," and "The General Pier and Harbour Act, 1861, Amendment Act."

In pursuance of the 19th Section of "The General Pier and Harbour Act, 1861," the Board of Trade make the following Report of their Proceedings with regard to applications for Provisional Orders under the above-named Acts.

The steps to be taken by Promoters for obtaining Provisional Orders are specified in the Acts themselves; but with regard to objectors, the Board of Trade have made the following regulations, and in the case of all notices given of intention to apply for a Provisional Order under the above Acts, the Promoters are required to publish a notice directing attention to the same:—

"1. Any objections to the Provisional Order which it is intended to urge on "the Board of Trade must be sent in to that office before the 15th of January. "A copy of such objections must also be sent at the same time to the Pro- "moters; and in forwarding the objections to the Board of Trade, the ob- "jectors, or their agents, should state that this has been done.

"2. The Board of Trade will entertain and consider objections founded on "alleged injury to public interests, or alleged violation of admitted principles, "*e.g.*, 'That the proposed work will injure a public harbour,' or 'That tolls are "'to be imposed on ships which will derive no benefit from them,' and they "will not proceed with any Provisional Order to which valid objections of this "description are shown to exist. Objections arising out of competition, or out "of opposition between local interests, they will only attempt to settle, provided "the parties are willing to abide by their decision. When the parties cannot "come to terms, the Board of Trade will not order a local inquiry, or attempt "to anticipate the decision of Parliamentary Committees."

No new regulations have been made this Session by the Board of Trade.

The following is a statement of the applications now under the consideration of the Board of Trade, and of the steps which have been taken with respect to them:—

1. Aldborough.

The Promoters are "The Aldborough Pier and Improvements Company (Limited)," and they apply for powers—

1. To construct a pier with all necessary approaches, &c., commencing on the sea-beach, at or near the Moot Hall, and extending seaward in an easterly direction for a distance of 145 yards.
2. To borrow 10,000 *l.*
3. To levy rates.

The estimated cost of the proposed works is 5,125 *l.*

The Draft Order provides that an annual account shall be sent to the Board of Trade, who are empowered to reduce the rates.

No objections have been received to this application, and the Board of Trade have settled and made a Provisional Order.

2. Cattewater.

The Promoters are the Cattewater Commissioners, who by "The Cattewater Harbour Order, 1874," were incorporated and empowered to construct works and to levy rates on completion of the same. Further particulars respecting the Order of 1874 will be found in Parliamentary Paper, No. 15, of Session 1874.

The object of the present application is to obtain amendments of the Order of 1874 in respect of the mode of electing Commissioners, the constitution of a quorum, and the existing provision for cesser of powers in the event of the works not being proceeded with.

The Commissioners also apply for powers—

(1.) Immediately on the passing of the Act confirming the proposed Order, and before the works already authorised have been commenced, to levy all the rates authorised by the Order of 1874 to be levied for the use of mooring chains, cranes, sheds, &c.; and also one-fourth of the rates authorised by the Order of 1874 to be levied upon ships and craft using or entering the harbour, and upon goods shipped or unshipped within the harbour.

(2.) Upon a certificate being obtained that 5,000 *l.* has been expended on the pier or breakwater (the cost of which was estimated, in December 1873, at 20,726 *l.*), to levy all the rates authorised by the Order of 1874 to be levied upon ships, passengers, and goods.

(3.) To borrow an additional sum of 1,000 *l.*

No objections have been received to this application.

With respect to (1), the Board of Trade are in communication with the Promoters who, it appears, desire to appoint a harbour master without delay. With respect to (2) the Board of Trade have intimated to the Promoters, that they will be unable to proceed with that portion of the application in its present shape, proposing, as it does, to levy rates upon ships which may derive no equivalent benefit in return; and that the only way in which they can meet the views of the Promoters, will be by inserting a clause to the effect that when the works are sufficiently completed to afford benefit to shipping and the public, a proportion of the rates authorised may be levied.

Subject to amendments in this sense the Board of Trade propose to proceed with the Order.

3. Cowes.

The Promoter is William George Ward, Esq., of Weston Manor, Freshwater, who applies for power to levy rates at the existing Fountain Pier, at West Cowes, now leased to The Southampton Isle of Wight and South of England Royal Mail Steam Packet Company, Limited, such rates to be subject to the settlement of the Ward Estates.

Objections to the application have been received from—

The Local Board of Health of West Cowes;

Four hundred and ninety-five owners, lessees, and occupiers of property at West Cowes;

The Local Board of Health of East Cowes;

Forty-seven owners, lessees, and occupiers of property at East Cowes.

The

The objections are to the following effect:— That the public have enjoyed for 50 years an uninterrupted right of way over the pier, which until the recent construction of a landing stage by the Promoter has been a free and public quay and landing place; that there is no definition of the area over which the Promoter proposes to exercise the powers for which he applies, or within which the public would be liable to the payment of the proposed tolls; that no provision is made for the user by the public of the approach to the pier, which being through private property might at any time be closed against them; and that the works which have been constructed by the Promoter, and which are alleged to consist only of a floating pontoon and landing stage, do not justify the present application for power to levy tolls.

The Promoter has replied by denying that the public have in time past had an uninterrupted right of way over the pier, &c., which he states is his private property. He also states that the structural character of the works in respect of which he is applying for certain powers, is such that there can be no practical difficulty as to the definition of the area within which such powers are proposed to be exercised; that, in the event of the order being obtained, the provisions of the General Pier and Harbour Acts will secure the user by the public of the approaches to the works; that the works, in respect of which he desires to levy tolls, consist of a quay, as well as of a pontoon and landing stage, and that large outlays have been from time to time incurred in the construction of those works, which have in a great measure been undertaken in order to meet public wants. Further, that at the other piers at which the Steam Packet Company touch, namely, at Southamption, Ryde, and Portsmouth, dues are levied for the use of those piers on the passengers travelling by the steamboats.

The questions thus raised are under the consideration of the Board of Trade.

4. Gardenstown.

The Promoter is Francis William Garden Campbell, Esq., of Troup and Glenlyon, who applies for powers—

1. To construct the following works:—

An extension of the East Pier of the existing harbour, commencing at a point about 113 yards to the north-west of the curing-shed belonging to Thomas Kennedy, and proceeding thence in a north-westerly direction to a point about 100 yards east of the beacon on the Craigendargity rocks.

A breakwater, to be called the "West Breakwater," commencing at a point on the sea beach, in the Bay of Gamrie, about 15 yards west of the north-west corner of the existing west pier, and proceeding thence in a south-westerly direction to a point about 120 yards north of the house belonging to Margaret Sutherland.

A quay wall, commencing at the intended termination of the west breakwater, proceeding thence in an easterly direction for about 72 yards, then in a northerly direction, and terminating by a junction with the existing west pier at a point about 16 yards north-west of the curing-shed belonging to William Andrew.

A sea wall, commencing at the intended termination of the west breakwater, and terminating by a junction with the existing sea wall at a point about five yards north of the house belonging to Margaret Sutherland.

A sea wall, commencing at a point on the existing east pier, about 38 yards north of the curing shed belonging to Thomas Kennedy, and proceeding thence in a north-easterly direction to a point on the sea-shore, about 260 yards east of Castle Grant.

A reclamation of so much of the sea-beach as may be inclosed by the above works.

2. To maintain and improve the existing harbour and works.

3. To levy rates.

4. To borrow 14,500 *l.*

5. To extinguish existing exemptions from payment of dues.

6. To be constituted a pilotage and a local authority.

The estimated cost of the proposed works is 14,500 *l.*

The Draft Order provides that an annual account shall be sent to the Board of Trade, who are empowered to reduce the rates.

No objections have been received to this application, and the Board of Trade propose, subject to a curtailment of the limits within which it is proposed that rates shall be levied, to proceed with the Order.

5. Llandudno.

The Promoters are "The Llandudno Pier Company (Limited)," who apply for powers—

1. To construct at Llandudno a promenade, pier, and landing stage (with all necessary works), commencing at a point on the approach road to the present landing stage belonging to the London and North Western Railway Company, midway between the shore of that landing stage and the public baths, and extending seaward in a north-easterly direction for about 400 yards.

2. To levy rates.

3. To borrow 10,000 *l.*

4. To purchase an existing pier and works from the London and North Western Railway Company.

The estimated cost of the proposed works is 23,000 *l.*

The Draft Order provides that an annual account shall be sent to the Board of Trade, who are empowered to reduce the rates.

In the year 1866 a Company, also called "The Llandudno Pier Company (Limited)," obtained an Order conferring powers upon them very similar to those applied for by the present Promoters. The works have not, however, been commenced, and the powers conferred by the Order of 1866 have now lapsed.

No objections have been received to this application, and the Board of Trade propose, subject to certain amendments, to proceed with the Order.

6. Southwold.

The Promoters are "The Southwold Pier Company (Limited)," who apply for powers—

1. To construct the following works:—

   A pier or jetty commencing on or near the line of the old breastwork or breakwater on the southern side of Gun Hill Cliff, in the town of Southwold, at a point about 100 yards measured along the said breastwork in a southerly direction from the said cliff, and terminating, with a shelter or T-head, in the sea about 270 yards south-east of the point of commencement.

   A sea wall or embankment and esplanade, commencing at or near the intended point of commencement of the proposed pier or jetty, and extending along the sea-shore in a south-westerly direction for about 800 yards.

2. To levy rates.

3. To enable the Corporation of Southwold, the River Blyth Commissioners, and the Southwold Harbour Commissioners respectively, to contribute towards the works; to take shares in the Company; to sell or lease property to, or to purchase or take on lease part or all of the Undertaking from, the Company; and to borrow money for such purposes.

The

The Draft Order provides that an annual account shall be sent to the Board of Trade, who are empowered to reduce the rates.

The estimated cost of the proposed works is 20,000 *l.*

Objections to the application have been made by the Mayor and Corporation of the Borough of Southwold, and by the two nominees of the Corporation on the Southwold Harbour Commission, to the effect that the land above high-water mark which is proposed to be acquired by the Promoters is the property of the Corporation, and is also at present occupied by the two nominees above mentioned; that in their capacity of owners and lessees the objectors will not consent to part with their property and interests to the Promoters; and that the power to levy rates applied for by the Promoters will interfere with the existing rights of the Harbour Commissioners under an Act of Parliament to levy duties within the Harbour and the Beach in the vicinity thereof.

The Promoters have replied by disputing the claim of the Corporation to the land above high water mark proposed to be acquired, and by questioning the right of the nominees of the Corporation on the Harbour Commission to occupy such land.

As the Provisional Order will not confer upon the Promoters power to take land compulsorily, the Board of Trade propose, provided that no material objections are raised by the Harbour Commissioners, whom they have requested to favour them with their views on the matter, to proceed with the Order.

Board of Trade,
28 February 1876.

T. H. Farrer.

PIERS AND HARBOURS.

(PROVISIONAL ORDERS.)

SESSION 1876.

REPORT by the BOARD of TRADE of their PROCEEDINGS under "The General PIER and HARBOUR ACT, 1861."

(Presented pursuant to Act of Parliament.)

Ordered, by The House of Commons, *to be Printed,*
29 *February* 1876.

68. *Under* 1 *oz.*

HARWICH HARBOUR.

AN ABSTRACT of the ACCOUNTS of the RECEIPTS and EXPENDITURE of the HARWICH HARBOUR CONSERVANCY BOARD, from the Time of their Incorporation under "The Harwich Harbour Act, 1863," down to, and inclusive of, the 31st August 1875; Also an ACCOUNT of their CREDITS and LIABILITIES (as nearly as the same can be ascertained and estimated) down to the 31st December 1875; together with a REPORT of the Conservancy Board on their Proceedings and on the Works executed by them, and on the State of Harwich Harbour, furnished by the said Conservancy Board to the Board of Trade, pursuant to "The Harwich Harbour Act, 1863," Section 6.

(As returned by the Conservancy Board to the Board of Trade.)

Board of Trade,
26 May 1876.

T. H. FARRER.

REPORT of the CONSERVANCY BOARD.

(H. 1608.)

ALTHOUGH the history of the proceedings of the Harwich Harbour Conservancy Board during the past year has been more varied than in several of the preceding, it is satisfactory to be able to report that the works at Landguard continue to have the effect of improving the entrance to the harbour, and that the general state of the harbour is good. The copy annual report of the engineer (which accompanies this document) will better set forth particulars on both these heads, and these afford further confirmation of the fact that the exercise of the Board's powers not only for restoring the entrance to, but also for the general preservation of the harbour, has been highly useful in the improvement of its navigation, and in the general interests of the public requiring the use of the harbour.

During the year ending 31st August last, the income of the Board from rates collected under their Acts was 1,073 *l.* 7 *s.* 8 *d.*, an increase of 135 *l.* 9 *s.* 5 *d.* above the sum realised from that source during the previous financial year. This increase may (at all events, in part) be ascribed to the difference in the prevailing winds and weather in these two years.

The question of rates paid by the barges entering the harbour remains open at present; but the Conservancy Board have given directions that a formal application shall be made to your Board without further delay, to re-consider the scale of rates affecting this class of vessels.

Although there has been this increase of income from rates during the year 1875, the Conservancy Board venture to recur to the observations in their last Report, having reference to the common practice adopted by ships and vessels which bring up near to the entrance of the harbour, but outside the limits, thus securing the advantages and protection of the Board's works, but without any payment whatever. This often happens to so great an extent that vessels desirous of entering the harbour are obstructed in their approach. This is a subject requiring to be dealt with, and the Conservancy Board can see no other mode of putting an end to the inconvenience and injustice complained of, than that suggested in their Report of last year, viz., that all vessels which avail themselves of the Board's works for shelter or protection, should be made to pay the rates equally with those vessels which enter the harbour.

It is already within the knowledge of the Board of Trade that during the past year an Act was passed incorporating a Company for making a railway from Ipswich to Felixstowe, and a pier into the harbour in connection with the railway. It was deemed advisable, in the interests of navigation and of the harbour generally, to oppose a part of this scheme, which embraced a sea wall, to extend some considerable length on the eastern side of the harbour and across the mouth of Walton Creek. This part of the scheme was deemed

objectionable by Parliament, and consequently rejected, and on the representation of the Conservancy Board (assisted by your Board), provisions were inserted in the Act having in view the further preservation of the harbour, and of the adjacent lands on Landguard Common (including Landguard Fort and barracks, and the valuable public property there which is in charge of the War Department and used for military purposes) from injury to arise from the construction of the works.

The Conservancy Board are engaged at this time in efforts to secure the carrying out of these provisions by the railway company, and trust they may succeed without difficulty; but in case of failure, it will be in the recollection of the Board of Trade that they have appointed Sir John Coode, under the powers of the 6th section of the Act, as the arbitrator to settle the matters therein specified. Sir John Coode long since intimated his readiness to proceed in the arbitration, if required; but it has been resolved by the Conservancy Board to be undesirable to press the discharge of his functions so long as there is hope of a friendly adjustment. They are at present in correspondence with the railway company on the subject.

The Conservancy Board have further to report that the same railway and pier company are promoting another Bill this Session for making docks or a tidal basin on Landguard Common. This Bill has been under the consideration of the Conservancy Board, who on all grounds deemed it necessary to refer the same to their solicitor, and to require his written opinion upon it. His report has been handed in, and he has been instructed to send a copy to your department that you may be more fully informed of the views of the Conservancy Board on this Bill, which will evidently require great watchfulness, in order to ensure the preservation of the interests of the harbour.

Appended to this Report will be found the customary Annual Abstract of Accounts to 31st August last, and statement of estimated assets and liabilities to 31st December last.

In conclusion, the Conservancy Board have to express their regret that the last year has deprived them of the valuable services of their late chairman, Admiral Sir Richard Collinson, K.C.B., &c., who for several years had presided over their deliberations with great advantage to the public interests and uniform courtesy to all. Admiral Sir Richard Collinson was the member of this Board appointed by the Trinity House, and on his resignation Captain James Bucknall Atkins was appointed by that department as a member of this Board.

Dated this 17th day of February 1876.

By order,

(signed) *Fred. B. Philbrick*,
Clerk to Harwich Harbour Conservancy Board.

Enclosure.

To the Chairman and Members of the Harwich Harbour Conservancy Board.

Gentlemen, Ipswich, 31 December 1875.

THERE has been but a very small outlay upon your works during the past year, arising mainly from the fluctuating character of the beach westward of a considerable part of Landguard Jetty, including the Spur Groyne, and which if closed upon and covered up on that side by the beach as anticipated, and has long been the case on the eastward side, would render any expenditure thereon comparatively useless, and, I therefore, on your behalf, purposely deferred making any outlay in that direction until it could be more clearly seen what was actually requisite, and would be useful in the future. And, in furtherance of that view, I am glad in being able to state that, while during the past year Landguard Point has continued to recede, and the beach eastward of jetty to advance, the high water westward thereof has not only ceased to recede, but the beach onward (part of the old underwater tongue or crest of Landguard Point) has, to a considerable extent, closed upon the jetty, and which if continued, will soon afford sufficient protection to that side of the structure for all present purposes. In other respects the works, though partially infested with the teredo in common with all similar structures in and about the harbour and adjacent coast, are at present generally effective, but will very soon require both reparations and extensions, and which I have considered and reported, through the clerk,

clerk, to the Board of Trade on the 24th ultimo, will require an expenditure to 31st March next of about 200 *l.* and to 31st March 1877 of about 500 *l.*

The Great Eastern Railway Company's dredging at Harwich progresses slowly as heretofore, and is mainly confined to the berthing alongside, and approaches to their present continental jetty, but the engineer and officers of that company have been making trial borings on the site of the company's proposed continental quay off Ramsay Ray.

The Felixstowe Pier, within the harbour, referred to in my last annual report, is advancing, but still incomplete, while the tramway has been supplemented by a railway (authorised during the last Session of Parliament from such pier to Felixstowe and Ipswich), the construction of which has also been considerably advanced, although the mode adopted in crossing Walton and Horseshoe Creeks by solid embankment has not been without danger to the harbour and injury for the time being to Landguard Common lands and other property of the War Department. This however you, in conjunction with the War Department, so far provided for during the progress of the Railway Bill through Parliament, that the company were required by Clause 6 of their Act to make and thereafter maintain in good order such works in the embankment of the said railway as should be requisite for draining the land water, and soakage, if any, which might accumulate on the east and south sides respectively of the said embankment, but such works have not yet been determined on, although I have for some considerable time past been in communication with the engineer of the railway and with the War Department thereon.

And having reference to the recent recurrence of lofty tides with bad weather, more particularly on the 14th and 15th November last, when nearly the whole of the Common lands extending to near the Ordnance Hotel at Felixstowe were under water from a considerable breach on the harbour side between the fort and pier, and general over-running of the sea from partial lowering of the shores both within and without the harbour, as well as to the previously observed difficulty of freeing the upper parts of such and adjacent lands from drainage and soakage except by pumping and temporary diversion by cutting through the seabank next Walton Creek, I am of opinion that no time should be lost in pressing upon the attention of the proper authorities the construction of the necessary works, more particularly now that the War Department has given notice to Colonel Tomline under the Defence Act (1862) to acquire, and has taken possession of most of the lands and foreshores other than those belonging to you, between Landguard Point, the fort and the railway.

Notice has been given and plans deposited in connection with the Felixstowe Railway for an intended tidal basin of about seven acres, immediately adjacent to and northward of the before-mentioned pier; and on the Harwich side of the harbour some progress has been made with reclaiming land rearward of the town, with the view of providing similar, but more extended accommodation, while the Corporation of Harwich have under their consideration plans for the reclamation of portions of the adjoining mud lands and the intercepting and leading their sewage thereto for treatment before being discharged into the harbour, either of which promises to be a considerable improvement on their present process.

In other respects I consider the harbour to be satisfactory, and the entrance improving.

I remain, &c.
(signed) *Peter Bruff*, Engineer.

THE HARWICH HARBOUR CONSERVANCY BOARD.

ABSTRACT of ACCOUNT of RECEIPTS and PAYMENTS for Period ending 31st August 1875.

RECEIPTS.	31 August 1863 to 31 August 1874.	31 August 1874 to 31 August 1875.	TOTAL.
	£. s. d.	£. s. d.	£. s. d.
Rates and Ballast	12,456 8 1	1,073 7 8	13,529 15 9
Interest	155 15 –	–	155 15 –
Loans (Public Works Loan Commissioners)	8,540 – –	8,540 – –	
Less, paid off Principal		200 – –	
			8,340 – –
Treasury Advances	11,310 12 2	–	11,310 12 2
Owners of "Ava," for Damages	50 – –	–	50 – –
		£.	33,386 2 11

PAYMENTS.	31 August 1863 to 31 August 1874.	31 August 1874 to 31 August 1875.	TOTAL.
	£. s. d.	£. s. d.	£. s. d.
Printing, Stationery, &c.	137 11 –	4 8 6	141 19 6
Incidental Expenses	358 8 –	38 1 6	396 9 6
Salaries, &c.	4,339 3 2	466 12 2	4,785 15 4
Stock	22 – 4	–	22 – 4
Works	19,839 16 1	–	19,839 16 1
Land	2,193 6 7	–	2,193 6 7
Law Expenses	594 12 –	31 13 2	626 5 2
Engineering	2,122 6 7	25 18 11	2,148 5 6
Interest to Public Works Loan Commissioners	2,194 6 10	277 – 9	2,471 7 7
Parliamentary Agents	453 3 9	13 5 2	466 8 11
Rent, &c.	7 11 9	10 – –	17 11 9
Repairs, &c., to Boats and Stores	197 1 4	4 16 2	201 17 6
Cash Balance in the hands of Messrs. Cox, Cobbold and Co.			74 19 2
		£.	33,386 2 11

I certify that the above is a true Abstract of the Account of Receipts and Payments for the period ending 31st August 1875, and that such Accounts have been duly audited by the Harwich Harbour Conservancy Board.

(signed) *Fred. B. Philbrick*,
Clerk to Harwich Harbour Conservancy Board.

HARWICH HARBOUR CONSERVANCY BOARD.

31st December 1875.

STATEMENT of Assets and Liabilities of the Board at the above date, as nearly as the same can be Estimated.

ASSETS.

1875.		*Unavailable.* £. s. d.	£. s. d.
December 31 -	Boats and Stores - - - - - - - -	22 - 4	
	Cash Balance in Treasurer's hands this day - - - -		242 - 10
		£.	242 - 10

LIABILITIES.

1875.		£. s. d.
December 31 -	1. Public Works Loan Commissioners—Instalments, due on Bonds 30 A. and 30 C.	93 17 10
	2. Groom & Son, Repairs and Stores for Boat - - - -	13 16 4
	3. Bantoft, for Clothes for Harbour Master and his Men - -	15 11 -
	4. Groom & Son, for Granite used on Works at Landguard - -	7 10 -
	5. Clerk's Salary (a year) to August last - - - - -	65 - -
	6. Clerk, his Payments out of pocket to ditto - - - -	23 2 6
	7. Engineer, a Year's Salary to 30th June last - - - -	63 - -
	8. Cowell, for Printing and Stationery to 31st December 1875 -	5 - -
	9. Quarter's Rent of Harbour Master's Office to ditto - - - (*Note*—The above nine amounts have since been paid.)	2 10 -
	10. Travelling Expenses of Conservators to 31st August 1875 -	32 10 -
	11. Solicitor's (*see* also below in Supplemental Statement) - -	100 - -
	12. Engineer (*see* also below in Supplemental Statement):	
	Payments to 30th June 1875 - - - £. 22 s. 15 d. 2	
	Re Great Eastern Railway Bill, Stour Quay 1874. 10 9 -	
	Re Tomline's Claim for Compensation, old balance of Account. 47 5 -	
	Re Great Eastern and Harwich Inclosure Bill, 1872. 23 10 -	
		103 19 2
	Sundry small Bills and Charges - - - - - -	10 - -
	£.	535 16 10

HARWICH HARBOUR CONSERVANCY BOARD,

SUPPLEMENTAL STATEMENT.

ASSETS.	£. s. d.	LIABILITIES.	£. s. d.
Shore or Beach Land, off part of which Ballast is taken, the income of which is included in the next mentioned item	—	**Public Works Loan Commissioners.*—The Balance of the Principal of 10,000 *l.* borrowed for the Works at Landguard. * This is liquidated by Instalments of 200 *l.* per annum out of the annual revenue arising from Rates, and this payment last year amounted to 477 *l.* – *s.* 9 *d.*	8,340 – –
Rates and Ballast.—Average income of, for the 12 years from August 1863 to August 1875.	1,128 – –	*Land.*—The *taxed* Costs of Colonel Tomline in the litigation caused by the various Claimants to the Compensation Money paid into the Court of Chancery by this Board under the provisions of the Lands Clauses Consolidation Acts.	342 4 11
		The *taxed* Costs of the Duchess of Hamilton's Trustees in the same matters - -	22 14 6
		The *taxed* Costs of Sir John Maxwell and others in the same matter - -	24 – 6
		The *estimated* Solicitor's Costs of this Board in the same matter, not yet ascertained, because the business not yet concluded.	100 – –
			£. s. d.
		Felixstowe Railway and Pier Act, 1875.—Opposition to—Counsel's Fees -	168 – –
		Parliamentary Agents.—Charges and Payments - - - - -	167 3 11
		Engineers.—Mr. Bruff - - - - - - - £. 104 11 – Mr. Valentine - - - - - - - 52 10 –	157 1 –
		Solicitors.—Charges and Payments out of pocket, estimated at, on this and the next mentioned Bills.	165 – –
		Witnesses.—Mr. Chapman, Town Clerk, Harwich - - - - -	5 5 –
			662 9 11
		Ipswich and Felixstowe Railway Bill.—Parliamentary Agents' Charges - - -	2 17 8
		Orwell Railway and Pier Bill.—Parliamentary Agents' Charges - - - -	22 3 –

HARWICH HARBOUR.

ABSTRACT of the ACCOUNTS of the RECEIPTS and EXPENDITURE of the HARWICH HARBOUR CONSERVANCY BOARD from the Time of their Incorporation under "The Harwich Harbour Act, 1863," down to and inclusive of the 31st August 1875; also an ACCOUNT of their CREDITS and LIABILITIES (as nearly as the same can be ascertained and estimated) down to the 31st of December 1875; together with the REPORT of the Conservancy Board on their Proceedings and on the Works executed by them; &c.

(Presented pursuant to Act of Parliament.)

Ordered, by The House of Commons, *to be Printed,*
30 *May* 1876.

256. *Under* 1 *oz.*

551

RAMSGATE HARBOUR.

STATEMENT of the RECEIPTS and PAYMENTS made by the BOARD of TRADE, for the Year ended 31st March 1875; together with an ACCOUNT of the Receipt and Issue of STORES; and also, RECEIPTS and PAYMENTS on Account of the BENEFIT FUND.

(*PRESENTED PURSUANT TO ACT* 24 *&* 25 *VICT. c.* 47, *s.* 33.)

Ordered, by The House of Commons, *to be Printed,*
12 *June* 1876.

ROYAL HARBOUR OF RAMSGATE.

STATEMENT of the INCOME and EXPENDITURE of the BOARD of TRADE, for the Year ended 31st March 1875.

RECEIPTS.				Stock.			Cash.		
				£.	s.	d.	£.	s.	d.
Balance on 1st April 1874				55,000	–	–	968	8	11
Income from Harbour Dues:									
On Tonnage of Ships, Wharfage, Towing, Rent of Warehouses, Dry Dock, Slipway, &c.				–		–	5,648	12	9
Income from Rent of Houses, &c., less Income Tax				–		–	1,796	9	6
Interest for One Year on 55,000 *l.*, Three per Cent. Consols				–		–	1,636	5	–
	£.	s.	d.						
For Amount charged to Materials *per contra*, (compensation for damage to Store Doors, &c.)	16	–	–						
Lamps returned, &c.	7	7	6						
Proceeds of Sale of Old Engines	134	9	3						
				–		–	157	16	9
Amount transferred from the Mercantile Marine Fund for Steam Tug and Life Boat Services in the year 1874-75	140	–	–						
Contribution towards maintenance of the Life-boat for the years 1873-74, and 1874-75	36	–	–						
				–		–	176	–	–
			£.	55,000	–	–	10,383	12	11

PAYMENTS.				Stock.			Cash.		
				£.	s.	d.	£.	s.	d.
Cost of Maintenance:									
Materials, Stores, and Tradesmen's Bills				–		–	4,027	2	9
Wages of Boatmen, Crews of Steam Tug and Dredger, Policemen, Artizans and Labourers				–		–	4,142	–	10
Salaries and Allowances to Harbour Masters, Engineer, Superintendent of Works, and Collector of Dues				–		–	1,083	12	4
Gas, Water, Stationery, Office Expenses, and Incidentals				–		–	285	19	7
Superannuation Allowances:	£.	s.	d.						
Pension for one year to 31st December 1874, to Miss Strivens, late Housekeeper	45	11	8						
Ditto to Mr. Shadwell, late Secretary	371	10	4						
Ditto to Captain Shaw, late Harbour Master	205	4	–						
Balance of Pension to 4th March 1874, of Mr. Turnbull, late Engineer (deceased)	49	9	3						
				–		–	671	15	3
							10,210	10	9
Balance in hand on 31st March 1875				55,000	–	–	173	2	2
			£.	55,000	–	–	10,383	12	11

STATEMENT of the Receipt and Issue of STORES for the Use of the HARBOUR, for the Year ended 31st March 1875.

RECEIPTS.	CASH.	ISSUES.	CASH.
	£. s. d.		£. s. d.
Balance remaining in Store on 1st April 1874	2,339 15 11	Cost of Stores issued	1,868 10 7
Cost of Articles received into Store	1,283 16 –	Balance remaining in Store, 31st March 1875	1,755 1 4
£.	3,623 11 11	£.	3,623 11 11

ROYAL HARBOUR OF RAMSGATE BENEFIT FUND.

STATEMENT of the RECEIPTS and PAYMENTS of the BOARD of TRADE, for the Year ended 31st March 1875.

RECEIPTS.	STOCK.	CASH.	PAYMENTS.	STOCK.	CASH.
	£. s. d.	£. s. d.		£. s. d.	£. s. d.
Balance in hand on 1st April 1874	3,118 14 5	407 4 7	Pensions granted by the late Trustees, and paid during the year	- -	238 11 9
Interest on 3,118 *l.* 14 *s.* 5 *d.*, New Three per Cent. Annuities	- -	92 11 9	Balance in hand on 31st March 1875	3,118 14 5	261 4 7
£.	3,118 14 5	499 16 4	£.	3,118 14 5	499 16 4

Board of Trade, 16 December 1875.

R. G. C. Hamilton, Assistant Secretary.

The above Accounts having been referred by the Commissioners of the Treasury to this Department for examination, by virtue of the powers vested in them by the 33rd section of the Exchequer and Audit Department's Act, have, with the exception of the Store Accounts, been examined under my directions, and I hereby certify that they are correct.

Exchequer and Audit Department,
22 December 1875.

Wm. Dunbar,
Comptroller General of Her Majesty's Exchequer, and
Auditor General of Public Accounts.

Examined,
Hay Cooper.

RAMSGATE HARBOUR.

STATEMENT of the Receipts and Payments made by the Board of Trade for the Year ended 31st March 1875; together with an Account of the Receipt and Issue of Stores; and also, Receipts and Payments on Account of the Benefit Fund.

(*Presented pursuant to Act* 24 & 25 *Vict. c.* 47, *s.* 33.)

Ordered, by The House of Commons *to be Printed*,
12 *June* 1876.

Under 1 *oz.*

YARMOUTH (ISLE OF WIGHT).

RETURN to an Order of the Honourable The House of Commons, dated 13 March 1876;—*for*,

RETURN "of the SUMS Levied and Expended by the Corporation of *Yarmouth, Isle of Wight*, in respect of the HARBOUR ACCOUNT during the Ten Years ended with June 1875."

SUMS Levied by the Corporation of Yarmouth, Isle of Wight, in respect of the Harbour Account during the 10½ Years ending 30th June 1875.

DATE.		Total Amount Received.
		£. s. d.
1865	From Tolls and Compositions to 31st December (one year).	218 18 6½
1866	From Tolls and Compositions to 31st December (one year).	211 11 6
1867	From Tolls and Compositions to 31st December (one year).	229 2 8
1868	From Tolls and Compositions to 31st December (one year).	251 8 9
1869	From Tolls and Compositions to 30th June (half year).	86 9 2
1870	From Tolls and Compositions to 30th June (one year).	212 16 6
1871	From Tolls and Compositions to 30th June (one year).	205 5 8
1872	From Rent of Tolls and Compositions - -	187 - -
1873	Ditto - - - ditto - -	189 5 -
1874	Ditto - - - ditto - -	187 - -
1875	Ditto - - - ditto - -	187 - -
£.		2,165 17 9½

SUMS Expended by the Corporation of Yarmouth, Isle of Wight, in respect of the Harbour Account during the 10½ Years ending 30th June 1875.

DATE.	Salaries and Wages.	New Works, Improvements, and Maintenance of Works.	Buoys, Chains, and Lighting Harbour.	Rents, Rates, Taxes, and Insurance.	Mortgagees Paid off.	Interest.	Law Expenses and other Payments, Printing, &c.	TOTAL.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
1865	51 12 -	18 5 -	13 2 4	4 10 -	- -	17 1 3	19 5 9	123 16 4
1866	51 12 -	216 5 11	27 3 -	8 4 8	- -	17 4 2	9 - 7	329 10 4
1867	52 17 -	88 7 4	19 - -	7 15 4	- -	17 4 2	7 14 3	192 18 1
1868	65 12 -	45 2 5	26 10 6	9 18 6	- -	17 2 -	10 15 1	175 - 6
1869	35 9 -	16 8 2	8 14 3	6 8 4	50 - -	12 17 -	28 1 4	157 18 1
1870	73 10 -	41 12 1	49 1 2	9 10 3	- -	14 13 9	6 5 6	194 12 9
1871	70 18 -	7 3 8	28 16 1	7 11 -	- -	14 14 4	9 6 5	138 9 6
*1872	18 18 -	43 7 6	18 3 2	8 6 1	100 - -	12 13 -	4 18 1	206 5 10
1873	18 18 -	21 15 5	12 14 -	8 4 6	200 - -	9 16 8	9 7 6	280 16 1
1874	18 18 -	63 17 5	22 11 11	7 6 7	- -	- -	9 3 1	121 17 -
1875	18 18 -	146 9 7	13 19 2	8 18 10	- -	- -	8 3 -	196 8 7
£.	477 2 -	708 14 6	239 15 7	86 14 1	350 - -	133 6 4	122 - 7	2,117 13 1

* Up to 1871 the harbour master received a salary, since that time the tolls have been let, the lessee performing the duties of harbour master.

Newport, Isle of Wight, 29 March 1876.

A. Harbottle Estcomb, Town Clerk.

YARMOUTH (ISLE OF WIGHT).

RETURN of the Sums Levied and Expended by the Corporation of *Yarmouth, Isle of Wight*, in respect of the Harbour Account during the Ten Years ended with June 1875.

(*Sir John Hay.*)

Ordered, by The House of Commons, *to be Printed,*
6 *April* 1876.